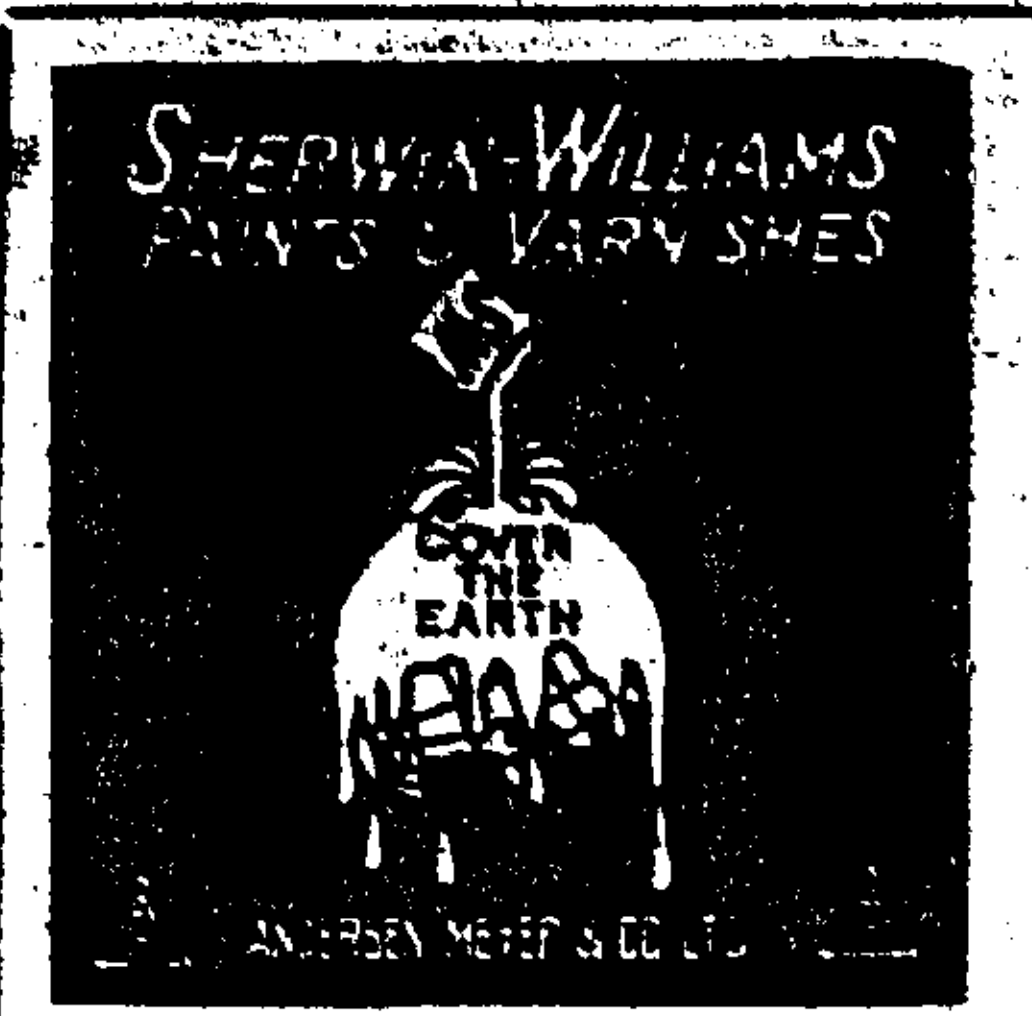




The Hongkong Telegraph

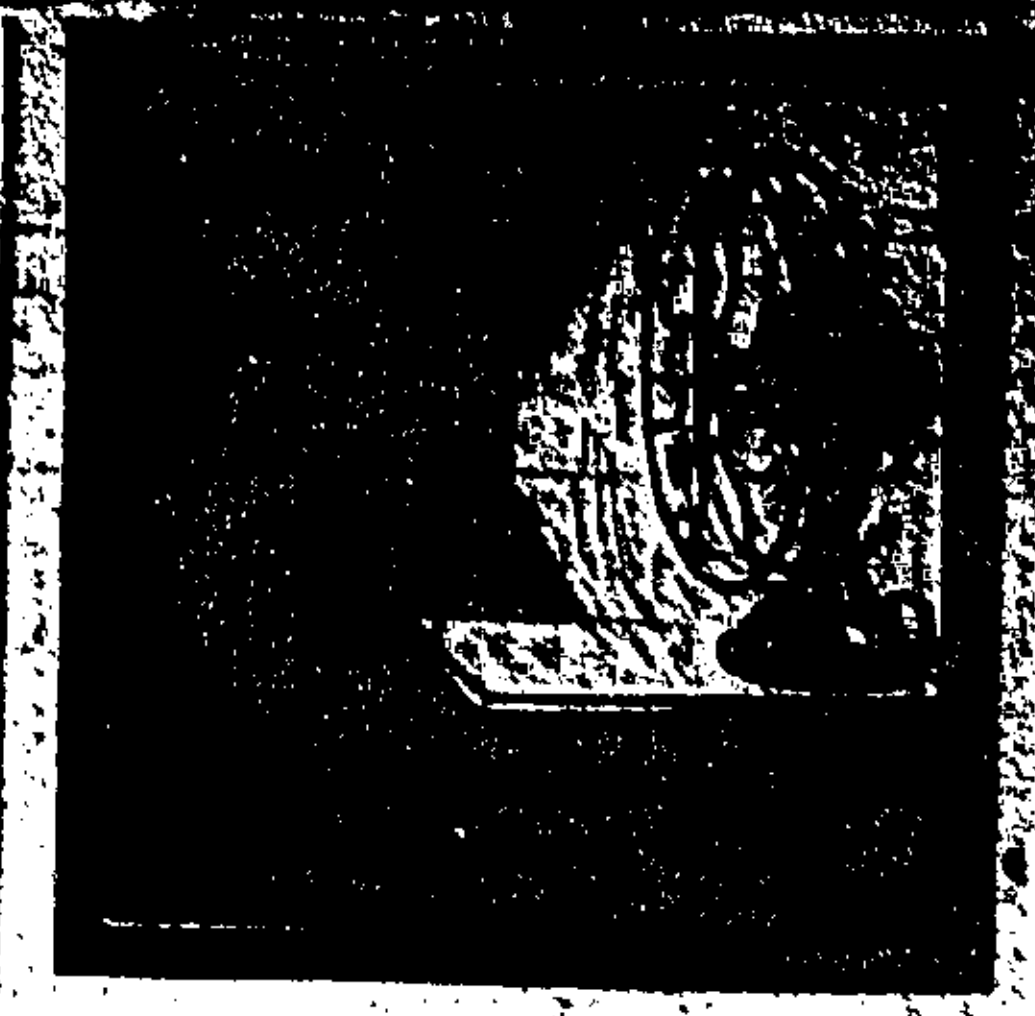
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THURSDAY, JUNE 10, 1920.

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\$36 PER ANNUM.



REUTERS' TELEGRAMS.

AMERICAN PROHIBITION.

DECLARED CONSTITUTIONAL BY SUPREME COURT

Washington, June 7. The Supreme Court holds that the Prohibition amendment and also the enforcement of the Prohibition Law are constitutional.

THE QUESTION OF SEA POWER.

SOUND ADVICE BY EARL BEATTY.

London, June 8. Earl Beatty, speaking at a Western Australian dinner, emphasised that in future the naval co-operation of the Dominions must form an integral part of naval defence. Earl Beatty trusted that individual members of the Empire would abandon parochial views and regard the problem of sea power as a whole, recognising that if disaster befell one unit the entire Empire would be affected. Maintenance of sea power meant assurance for the future, the cost of which should be borne in proportion to population and commitments.

THE WHEAT SHORTAGE.

HARD TIMES COMING FOR EUROPE.

London, June 8. According to the *Daily Mail*, experts predict a shortage of one thousand million loaves of bread in Europe during the coming year. Britain alone needs six million tons of imported wheat and will be lucky if she gets a million and a half. Severe night frosts have played havoc with the crops in some of the southern countries.

HOME CRICKET.

London, June 7. Essex beat Northants by an innings and 102 runs. Worcestershire beat Gloucestershire by 112 runs.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

PAKING STILL AGROUND.

Shanghai, June 10. Further aid has been dispatched to the Blue Funnel steamer Peking, which is still aground.

SHANGHAI RICE SHORTAGE.

Shanghai, June 10. The rice shortage has become more serious. The price has risen to \$12 a picul.

TO-DAY'S CHINESE TELEGRAMS.

HONGKONG MAN ARRESTED.

Shanghai, June 9. Li Sum-ling, an official in the Finance Department, and formerly a journalist in Hongkong, has been arrested. The accusation against him has not been made public. One rumour is to the effect that he has divulged secret information, whilst another is that he undertook to distribute Bolshevik propaganda throughout the country, and that a number of documents of this character have been seized at his residence.

[Li was formerly a translator for the *Wah Tao* (Chinese Mail) and later was employed in a like capacity by the *China Mail*.]

(Other Telegrams on Page 2.)

U.S. PRESIDENTIAL ELECTION.

REPUBLICAN CONTESTS.

Chicago, May 31.—The republican national committee to-day began hearings on 137 contest cases of delegates to the national convention.

Cases from Alabama, Arkansas and Florida were heard to-day.

Chairman Will H. Hays announced that the committee would make "judicial decisions and not political ones."

The contests are not surrounded with the importance of those in the Taft-Roosevelt campaign for delegates in 1912.

General Wood and Governor Lowden will be the most affected by the result of the contests, but neither can gain enough delegates to assure his nomination if all were decided in his favour.

It is hoped to dispose of the contests in four days. The committee sessions were open to attorneys representing the contestants.

regular delegates were seated from the contesting Arkansas districts.

Chicago, May 29.—Primary delegates to the republican national convention pledged to General Wood for the presidential nomination number 112. It was announced to-day. Senator Johnson of California has 110 and Governor Lowden 65 instructed by primary.

The uninstructed and favourite son delegates number 560.

Chicago, May 29.—Arrivals of national committeemen and party leaders have begun preparatory to the republican national convention a week hence.

J. B. Keating announced that the choice of candidates would be free and open and that the convention would send a man to appeal to the voters and bring success to the party.

National committeeman Porter Cox of Kentucky and National Treasurer Fred W. Lybham of Chicago reported that there was a visible trend toward Governor Frank O. Lowden of Illinois, and declared his chances were bright.

PRINCE CAROL OF RUMANIA.

TO-DAY'S ROYAL VISIT.

Elaborate preparations have been made for the reception of H.R.H. the Crown Prince of Rumania, who is expected to arrive in Hongkong this afternoon on the s.s. Madras. Blake Pier has been specially decorated for the occasion. The pillars are covered in red, white and blue bunting, shields bearing the flags of the Allies are displayed in considerable number, whilst the landing stage is strikingly adorned with palms and red carpeting.

The Crown Prince is due to arrive at about 3 p.m., and H.E. the Governor will go aboard the Madras as soon as she comes into port. The Prince will come ashore by His Excellency's yacht Stanley, and at Blake Pier he will be met by the Officer Commanding the Troops, officers commanding military units, and heads of Government Departments. A Guard of Honour drawn from the 2nd Lattalio Wiltshire Regiment will be in attendance and after an inspection by His Royal Highness, Prince Carol will proceed to Government House, where he will remain until the Madras leaves port. The route from Blake Pier to Government House will be lined by troops. At night, a banquet in honour of the Royal visitor will be held at Government House.

Prince Carol, as is known, is on a trip to Japan for the purpose of carrying out a special mission. He is accompanied by M. Filoer, General Cavanescu, Captain Horia, A.D.C., and M. Djubani.

The visit of Prince Carol recalls his romantic marriage in 1918 at Odessa to a charming Rumanian girl. It will be remembered that, in consequence of his wedding to Mile. Zizi Lambino, daughter to a Rumanian doctor, the Prince renounced his right of succession to the throne in August last.

This union has now been annulled, both under the laws of Rumania and of Old Russia, as no banns were published. It was due to German intrigue, said his mother, Queen Maria, recently. In speaking of his visit to the East, Queen Marie added: "Lately he accepted a mission to Japan, where he will stay for six months. Should his former wife marry another, the affair will be concluded."

In connection with Prince Carol's visit it is interesting to note that the transport *Huntsman* (Captain L. V. James) a British ship flying the Rumanian flag at the foremast, arrived yesterday afternoon from Vladivostok with 1,085 Rumanian soldiers being repatriated home.

NEW PENSION RATES.

FOR LONG SERVICE MEN.

New rates of pension for men invalided in the Great War and having from 10 to 21 years' service will have effect from April 1, 1919.

Captain Tryon made this announcement in the House of Commons recently and added the following details:—

Continuous Service men in the Navy with over 10 years' service would have 1s. a day and those with 14 years' service 1s. 6d. a day.

Non-continuous Service men and Royal Marines with 16 years' service would have 1s. 9d. a day; with 18, 2s. a day; and with 20, 2s. 6d. a day. The Admiralty would add the usual additions for rank.

These rates would be applicable to re-engaged men in the Army, to men re-enlisted to complete a term of service of at least 21 years, and to men who have had this period of continuous Colour Service, although they might not have re-engaged.

The Disability Pension would be paid in full, and in addition a Service Allowance.

A man, for instance, who had served over 10 years would receive 7s. weekly. Under the old Army rate he got nothing and

LADY'S PURSE SNATCHED.

DARING THIEF CAUGHT.

A particularly daring snatcher operated in the business quarter of the town yesterday, but was caught after a chase and the purse which he stole was recovered.

The victim was Mrs. L. M. Perkin, who while getting out from her private chair yesterday to go into the Chartered Bank, suddenly found the purse she was carrying snatched from her hand by the thief, who bolted in the direction of the Hongkong and Shanghai Bank.

For the recovery of the purse, which contained a sum of \$3, one of her chair coolies was responsible. At the order of his mistress, the coolie promptly took up the chase after the thief, who, before he had run a great distance, stumbled and fell prostrate on the ground. The coolie instantly jumped on his back, and with the assistance of a detective employed by the Hongkong and Shanghai Bank, the culprit was secured and handed over to the Police.

In evidence at the Police Court this morning, Mrs. Perkin said that she was with her sister at the time when the robbery was committed. The thief first struck her wrist and then snatched the purse which she had taken out in order to pay 15 cents to a coolie.

The prisoner gave a very lame excuse on being asked to make his statement. He said that as some eight or nine persons ran past him, he saw the purse lying on the ground and picked it up. If he were the thief, he said, he would snatch the much more valuable bag which Mrs. Perkin was also carrying on her arm, instead of the small purse.

The prisoner had nothing to say when the Magistrate stated the plain fact that the bag was very much harder to conceal on one's person.

In sentencing the prisoner to three months' hard labour and 12 strokes with the birch, Mr. Smith said that in this Colony snatching from a lady whether she be European or native was a very serious crime.

ISLAND HELD UP BY EPIDEMIC.

A NURSE'S DEVOTION.

A touching account of the hardships and distress of the St. Kilda islanders was told by Donald Craig, the captain of the trawler *Active*, which arrived at Aberdeen recently.

Out of the sparse population of 80 islanders, 60, he said, were prostrated with illness, in most cases influenza.

All work in the island, the tending of sheep flocks, the spinning of the wool, and fishing, was at a complete standstill, but, fortunately, the supplies of food-stuffs landed by the *Active* have now alleviated the starvation which for a time threatened the people of St. Kilda.

There is, moreover, a lamentable dearth of medical skill and medicines for those stricken with illness.

Nurse Mackenzie, of Glasgow, has taken up her residence on the island, but she is unable, owing to the lack of medical supplies, to cope adequately with the epidemic now raging.

During the war the cable from the island to the mainland was destroyed by submarine, and at present the only medium of communication possessed by the islanders is through the trawler *Active*.

There is great privation, also, on the island of Skye owing to food shortage as the result of the irregular steamer service.

Owing to want of nourishing food, out of 46 children in a school in one district, only one had a piece of bread to eat on one day.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, June 2.

At the moment of writing there is a strong probability that General Chin Yung-peng may be induced to return the premiership. In his favour it has to be admitted that he has had the courage to say "no" to propositions that have appeared to him to be detrimental to the interests of the country, but it is doubtful if he can withstand the strong though not numerous reactionary elements in the capital. Sir John Jordan is reported to have said in a recent interview, that the Chinese manage to get on fairly well in spite of the absence of real government. This is true—so true as to suggest the remark that if half a dozen men who are responsible for the dissemination in China were removed this nation would be truly united. Terrorism is not suggested but a useful substitute might be employed.

Personally, I think the prospects of Chin Yung-peng remaining Premier are remote but even with a multitude of different views and a variety of explanations it is still difficult to sum up the situation. One thing may be said. Anfuite and non-Anfuite are agreed that the circumstances of to-day point to a coming crash. Something is bound to happen. The long expected crisis cannot be much longer delayed. Chin Yung-peng may be granted additional leave, but that means nothing. It simply means marking time. The inevitable must be faced.

Mr. C. R. Crane, the American Minister, has come and gone to Shanghai. It is remarkable that he should have had to go to the Southern settlement to participate in the launching of an American ship before he was able to present his credentials. Mr. Tenney, who acted as Charge d'Affaires, will remain here for some months at the disposal of the new Minister instead of proceeding on the travel programme which he had arranged.

Mr. Ray Atherton, second secretary at the American Legation, who had his shoulder dislocated while playing polo, is at his desk again, though his arm is still bound up.

The Government, faced with a deficit of \$10,000,000 against the Dragon Festival settling, has managed to secure loans from the local banks aggregating \$9,000,000 at 11 per cent, secured on the Salt revenue surplus. This ought to be enough to pay the official salaries, but it still leaves open the question of financial supplies.

As long as the country remains in its present state of disorganisation it will be impossible, for Peking to receive remittances from the provinces. Yet there must and should be an end to the unrestrained borrowing which has continued since the commencement of the great war.

According to reliable information the Board of Navy has accepted an offer made by the Curtiss Company of New York to advance five million gold dollars on the condition that Curtiss hydroplanes be taken in equivalent value to half of the money. In view of the divided state of the Chinese navy it is understood that either the money or the hydroplanes will be used to bring about the desired union, the attitude of the Southern navy determining the utilisation of the proceeds of the loan. Captain Reed, an American navy aviator, has been engaged by the Ministry of Navy as chief of the new organisation. As the negotiations have naturally been kept very secret, no details are yet available.

His Excellency the British Minister will make a short visit Home next month, and it is expected that he will return as Sir Beilby Alston. Mrs. Alston will remain in Peking.

Mr. Obata, the Japanese Minister, has been suffering from influenza for some time, and this has prevented him from making his usual visits to the Legation.

FOR SOLDIERS.

CHANGES IN N.C.O. RANKS.

Great satisfaction will be generally expressed in military circles by the publication of Army Order 142 of 1920 which provides for the change in rank nomenclature in the Royal Artillery, Royal Engineers and Royal Army Ordnance Corps. This Army Order reads as follows:—

"1. From 1st May, 1920, the rank of 2nd corporal in the Royal Engineers and Royal Army Ordnance Corps, will be abolished, and no further promotions to the rank of corporal in the Royal Artillery will be made from that date, as it is intended that this rank in the Royal Artillery shall be allowed, except as shown in paragraph 3, to lapse.

2. In consequence of the following changes will take effect:— (i) From 1st May, 1920, the rank of a bombardier in the Royal Artillery will be raised and made equivalent to that of corporal.

(ii) A non-commissioned officer holding the rank of 2nd corporal in the Royal Engineers or Royal Army Ordnance Corps on 1st May, 1920, will be given the rank of corporal from that date.

(iii) A non-commissioned officer holding the rank of corporal on 30th April, 1920, in the R.A., R.E. or R.A.O.C., will be appointed lance-sergeant, with effect from 1st May, 1920.

(iv) The badges of rank of a lance-sergeant in the R.A. will be three chevrons (without a gun), and that of a bombardier will be two chevrons.

In the R.E. a lance-sergeant will wear three chevrons (without a grenade) and in the R.A.O.C. a lance-sergeant will wear the badges of rank worn by a sergeant in that corps.

This change will be especially welcomed by the bombardiers of the R.A., as it will be remembered by those who were prisoners of war in Germany, that the Germans made them work on the same lines as the private soldier, because one chevron only was worn, notwithstanding the fact that a bombardier is a full N.C.O. A full N.C.O. (e.g. a corporal in the infantry) was exempt from actual manual labour.

1,100 TEACHERS RESIGN.

CONFLICT OVER SALARY AWARD.

Elementary school teachers under the Worcestershire Education Authority, over 1,100 in number, have in a body handed in their resignations.

The trouble has arisen over the refusal of the Education Authority to concede the scale of salaries awarded by the Burnham Committee.

Among those who have handed in their resignations are:—

350 Certificated teachers.

350 Uncertificated teachers.

200 Supplementary teachers.

In the case of the uncertificated and supplementary teachers, the resignations will take effect at the end of the month, but the others do not take effect till the end of July.

The Education Authority refuses to concede the Burnham scale until the Government undertake to finance it without charge on the county.

he wishes to retire. Of course such report is denied by the Legation, but there is no doubt that Mr. Obata would welcome a change to more congenial surroundings. He is not happy in Peking.

There seems to be good reason to believe that China is preparing to have the Shantung award of the Peace Conference submitted to the League of Nations. Even Japanese are becoming reconciled to this prospect, realising that it is impossible for the Chinese Government to negotiate direct with Japan on the subject, in view of the strength and animosity of public opinion in the

THE DOLLAR.

UP A PENNY TO-DAY.

Although the sterling rate of the dollar this morning showed a slight decline, as compared with yesterday's, rather sensational closing quotation, later in the day the rate hardened.

The opening quotation this morning, on demand, was 3s. 6 1/2d., as compared with yesterday's closing rate of 3s. 6 1/2d. Later in the morning it rose to 3s. 7 1/2d. and closed at the same figure, the market being steady.

The cause of rise is said to be strong selling on the part of the Chinese, both locally and in Shanghai. Silver came over the wires this morning two pence down, so the rise appears to be due to local causes, which were also a factor in yesterday's decided drop.

Speaking generally, there is a firmer tendency, though it is felt that there will be no very marked rise until exports begin to move.

TIN PLATES.

JUDGMENT IN SUPREME COURT CASE.

In the claim which the Kam Hing Lung brought against the Shing Lee firm for the recovery of \$487.50 for damages for breach of a contract to deliver to them 250 cases of tin plates, His Honour Mr. Justice J. R. Wood has given judgment for the plaintiffs with costs, the amount of damages to be settled by the Registrar.

The defendants, it appears, purchased the 250 cases of tin plates from Messrs. Getz Bros. and Co., on the 17th ultimo.

The defendants, after having informed the plaintiffs that the tin plates had arrived, wrote to state that this was a mistake, as no goods had arrived, and asked that the previous letter be cancelled to avoid misunderstanding by either party. The letter, addressed by Messrs. Getz Bros. and of the Orient Ltd., to the defendants, was filed. In that letter, Messrs. Getz Bros. regretted to state that they had received no information in regard to what action the mills intended to take in respect to filling this order. As the defendants knew, the steel strike, coal miners' strike and the railway strike, together with the attitude of labour in America, had made all manufacturing conditions very difficult and all shipments of metals had therefore been greatly delayed by causes entirely beyond the control of the sellers.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s. 7 1/2d.

£1,000 FOR GOAL-POSTS.

An expenditure of £1,000 has been recommended by the Parks Committee of the L.C.C. for the provision of goalposts for football and hockey in the parks. Fees for the use of posts and marking out of pitches for football and hockey matches to be fixed at 1s. 6d. and 2s. 6d. a match respectively.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

SATURDAY, JUNE 11.

Happy Valley, Extra G.C.

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BUSINESS OFFICE OF THE FUTURE.

SILENT TYPEWRITERS, AUTOMATIC OFFICE-BOYS.
The Big Business Man gets a vision of what his office will be like in say, 1925 after a visit to the Business Exhibition, which opened at the Agricultural Hall recently.
He can readily imagine himself (writes a Daily Chronicle representative) having arrived by aeroplane from an Italian week-end, walking into his office, and swiftly and silently arranging his affairs at the super-organization desk.
There is no shorthand typist by his side. There is no speaking tube, into which he used to shout vainly and frantically. He neither calculates, dictates, writes cheques, nor sticks stamps. Years ago, he recalls momentarily, City men used to live in counting houses, "counting out their money."
First he spends some little time talking into a glass mouthpiece until all the letters he wishes sent out have been recorded on the waxen cylinders. Then he pushes a button and a door opens, giving a vista of rows of bright young ladies, some with telephone receivers to their ears, hitting out recorded messages.
There is not a sound in the room, for they are all noiseless typewriters.
A clerk comes in, who has been affixing hundreds of stamps an hour to letters simply by stamping each letter with a machine. He states that another 14,000 letters have been addressed in the last hour, and that the sales lists for last week are ready, having been dealt with in 20 minutes by the new book-keeping machine.

EATING UP FIGURES.
In another office there are rows of tabulating and sorting machines, which eat up figures with gusto. There are also silver counters that not only reckon up the cash, but pack and seal it into rolls which cannot be tampered with—£100 in two minutes—of mixed silver.
The main part of the day's work is now over, and serious consideration can be given to lunch.
Stay! One thing has been forgotten. The new factories must be aerially surveyed; and he phones down to the operators in the aerial photographic section for two bird's-eye view enlargements, and punches a mechanically projected cheque for the amount.
And so to the club.

THE SERMON REGULATOR.
HOW TO BE A SUPER-CHURCHWARDEN.
How to be a super-churchwarden is the gist of "Hints to Churchwardens, Sidesmen and Others," a new edition of which is just published (Chorcheman Publishing Co., 2s. net). It begins with the vestry, which should include:
A comfortable, roomy armchair for the vicar.
Match-box fastened to the wall.
Pens with broad and fine nibs.
Good clock, kept five minutes fast.
The choir vestry should have a piano or a harmonium, and a folding lettered notice, "Silence." The clock on the church tower is the only one permitted to tell the correct time; all the others are five minutes fast, including the small clock which in some churches is fitted in a horizontal position on the ledge of the pulpit; thus the preacher is able to regulate the length of his discourse.
Two other paragraphs may be usefully quoted:
"Care should be exercised in the choice of suitable kneelers, bearing in mind that elderly and infirm people have difficulty in using the thin strips of carpet which serve as kneelers in some churches."
"When a mission is to be held in a parish it is most desirable that the church be thoroughly cleaned and ventilated a week before the mission; and after the mission is over the building should again be thoroughly cleaned."
Other useful hints concern the best place to keep the smelling salts for use in an emergency, and what to do with jewelry and other articles found in the collection plate. There is a note of regret for the passing of the parish clerk, who "used to say 'Amen' in a loud, clear voice after each prayer."

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EARLIER TELEGRAMS.

AMERICAN AFFAIRS.
Washington, June 9.
President Wilson has signed a number of Bills, including a Bill permitting Government owned wireless stations to handle private and press telegrams; also a Bill increasing the pay of postal employees, which will involve an extra expenditure of \$33,000,000 next year and more thereafter.

NAVAL DEVELOPMENT.
Washington, June 9.
The House of Representatives has unanimously passed the Senate's Bill authorising the President to detail American officers to assist South American countries in developing their navies.

THE HAMBURG-AMERIKA TRADE ROUTES.
New York, June 9.
The Harriman interests have acquired substantial representation in the Commerce Corporation. The announcement that the Corporation has taken over the Hamburg-Amerika trade routes followed the election of W. A. Harriman to succeed Major General Goethals (resigned) as President of the Corporation.

NEW YORK'S CENSUS.
New York, June 6.
The latest census gives the population of New York 5,621,000, an increase of only 854,000 as compared with 1910 owing to the stoppage of immigration during war-time.

THE AMERICA CUP.
New York, June 7.
The Shamrock the Fourth (America Cup challenger) had her gaff carried away while undergoing a sail-testing spin. She has gone to City Island for repairs.

"P. T." COURSE FOR FRENCH COLONELS.
Paris, June 4.
French Colonels have been detailed to follow a special course of physical training at the military school of Joinville. The programme only requires senior officers to attend lectures and practical demonstrations so that they will know how to organise sporting events for the men. The hundred colonels taking part in the course, however, have decided that personal experience will be of greater value and have arranged a series of football, basket ball and hockey matches.—Havas.

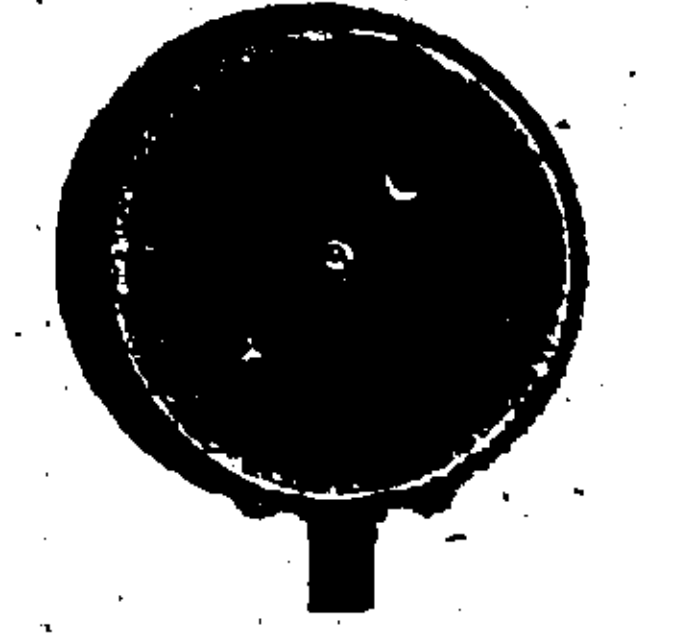
CINEMA ANNIVERSARY.
Paris, June 4.
The twenty-fifth anniversary of the first cinema show was celebrated yesterday at Paris by a banquet to the inventor, M. Lumiere of Lyon. M. Honnorat, French Minister of Public Instruction, presided.—Havas.

FRANCE AND RUSSIA.
Paris, June 4.
M. Adenot, French financial representative on the Supreme Economic Council, has returned to London with strict instructions not to say anything in the negotiations with M. Krassin that would give any political colour.—Havas.

THE INJURED PRESIDENT.
Paris, June 4.
President Deschanel left Paris yesterday morning for Chateau Montclair near Lissieux in Normandy.—Havas.

FRENCH AIRMEN'S FEAT.
Paris, June 4.
The French airmen, Bernard and Bossoutrot, (the latter the hero of the attempted flight to Dakar) set out from an aerodrome at Etampes yesterday at 5.40 and remained flying until 6.01 this morning.—Havas.

NOTICES
STEAM AND HYDRAULIC GAUGES
ON STOCK


UNION ENGINEERING CO., LTD.
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G. MOUSSION,
15, Morrison Hill Road.

HEALTH against SICKNESS
By taking your "ROSEBERRY BRAND" MACARONI PASTE daily, 100 NUTRIENTS, VITAMINS, or other kinds of food stuffs REGULARLY you will have the equivalent of any food of the best quality and under the most sanitary conditions. Large quantities have been exported to various parts of the world. Your returned orders will receive prompt and careful attention. Terms moderate, especially for Agencies.
THE HING WAH PASTE MANUFACTURING CO., LTD.
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IN ALL MATTERS CONNECTED WITH
HOUSE & OFFICE FURNISHING,
"HOP CHEONG" Service symbolises with Sterling Quality, ultimate Economy and Guaranteed Satisfaction. Try it to prove it.
ACEAL'S PATENTS FOR SALE
Telephone No. 654. **HOP CHEONG** 55, Queen's Road Central.
Manufacturers & Exporters of High Grade Furniture.

WILLIAM C. JACK
A. CO. LTD.
WHATEVER IS WORTH DOING IS WORTH DOING WELL
Is the motto of our Wanchai Workshops. They are equipped for:
General Engineering and Electrical Work
Electro silver and nickel Plating
Tinning, lacquering and Bronzing
Repair work of any description
And above all our prices are right and we can give prompt delivery.

JARDINE, MATHESON & CO., LTD
ENGINEERS & LAUNCH BUILDERS.
MARINE MOTORS OF ALL POWERS
IN STOCK.
Works:—Pootung, Shanghai.
Sole Agencies:—Sterling & Evinrude Motors. Makers "EVO" Motors.
Associated British Machine Tool Makers Ltd.
A.B.C. Boiler Enamel.
Rexine Ltd. (Leather-cloth)
Edgar Allen & Co. Ltd. (Tool Steels &c.)
"Sarco" Steam Traps, Temperature Regulators &c.
Linotype & Machinery Ltd.
Pulsometer Engineering Co. Ltd.
T. & W. Smith Ltd. (Wire Ropes)
Imperial Light Ltd.

ENGLISH BATHING CAPS.
A NEW STOCK OF THE ABOVE IN VARIOUS COLOURS IS JUST TO HAND.
THE PHARMACY
(Fletcher & Co. Ltd.)
22, Queen's Road Central.

EARLIER TELEGRAMS.
OBITUARY.
New York, June 6.
Rear-Admiral Winterhalter's death is announced. [Rear-Admiral Winterhalter was in charge of the U.S. Far Eastern fleet several years ago.]
INDIAN COTTON-MILL DESTROYED.
Calcutta, June 9.
Fire has destroyed the spinning machinery of the Keshavnagar cotton mills. The loss is five lakhs of rupees.

NOTICES

After Dinner!!!

THE VICTROLA



S. Moutrie & Co., Ltd.

Exclusive Agents.

COOKING RANGES BRITISH MANUFACTURE.

DOVER Nos. 6, 7, 8 & 9.

Also No 8 with side boiler

DURBANIAN:

A Large Size Range Suitable
for a Hotel. Prices to Suit All.

C. E. WARREN & CO., LTD.

Nos. 30 - 32, Des Voeux Road, Central.

Established 1890.

JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL 2577

TEL 2577.

"UNIVERSAL IMPORT & EXPORT CO."

General Commission Agents.

IMPORTERS & EXPORTERS.

Hotel Mansions, Rooms 25, 26 & 27 - P. O. Box 248.

Telegraphic address: UNIMPEXCOY HONGKONG.

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AZ French edition.

THE COMING HOT DAYS WILL CALL FOR
REFRESHING BATHS.

WE ARE NOW CARRYING LARGE STOCKS

OF
HIGH QUALITY BATH SOAP

EAU DE COLOGNE,
AT ATTRACTIVE PRICES.

THE COLONIAL DISPENSARY

14, Queen's Road Central.

Tel. No. 1877.

COME AND LOOK SEE!

DESPERATE BARGAINS IN

COME AND LOOK SEE!

ASTONISHING PRICES IN

THE EASTERN BAZAAR'S GREAT REDUCTION SALE

FOR 15 DAYS ONLY

OWING TO THE PRICE OF SILK GOING DOWN.
EVERYTHING TO BE CLEARED AT MUCH
REDUCED PRICES.

SILK STORE.

Telephone 1804. 35, Queen's Road Central.

WOMEN, DRESS AND PUBLIC LIFE.

CAN THE THREE BE RECONCILED?

A. M. Drysdale writes in the
Daily Chronicle:

What are the reactions of dress and public life likely to be upon one another now that women have annexed public life to their province of dress? Shall we see furberlows and gawgaws in Parliament, on the judicial bench, and at the Bar? Or will women tone down in dress as in speech to the drab average at which men, after a brilliant process of exhaustion, have arrived and encamped? Will dress lose its gaiety and variety? Or will public life take on strange colours and become more audacious?

When we say, with patronising tolerance towards the vain sex, that women are the creations of art as well as of Nature, we forget the clothes history, perhaps even the clothes predispositions, of men. Our public life, in truth, men-monopolised as it has been hitherto, is laced and interlaced all over with the trail of dress. I must not linger upon the alluring topic of smart muffs, with which the Edinburgh lawyers of the eighteenth century kept their hands in training for their clients' pockets, and much similar lore I have not space even to name.

PARTY SYMBOLISM OF CLOTHES.

Who was it but men that devised the party symbolism of clothes, the ingenious uniforming of the politicians? The blue coat and the buff waistcoat of the Whigs have been responsible for Tory riots and broken heads. When Lord Grey, in 1828, appeared in the bosom of his family in a Wellington coat, the outraged Whig women of his household tore the rag of Toryism from his back, and, new as it was, he never saw it again. The same statesman attended Queen Caroline's trial in a white top hat, and, instead of being mobbed as a peer, he had a popular ovation, for George Hunt had made the white top a Radical badge.

If the public women, then, bring in a Coalition top, a Sinn Féin hat-pin, a Wee Free Scot, or a Labour frill, they will be less innovators than imitators.

But that is symbolic wear, a serious branch of politics. What of dress for the sake of dress? There, too, public men have blazed the trail.

POLITICAL DANDIES.

I do not go back to such notorious Parliamentary dandies as Boorn and Coke and Raleigh, in their silks and brocades and feathers and laces and ruffs and jewels and the rest. Raleigh particularly, bedecked with his £50,000 worth of pearls and diamonds, still shines in the caverns of history like a candelabra or a desperate deed in a timid world. I resist even the temptation of Fox. If Fox occasionally neglected to wash his face and hands between an all-night gambling bout and a resounding manly speech in Parliament, it was to him rather than any other, whenever he visited Paris, that the macaronis of his own years entrusted their delicate commissions for waistcoats from the metropolis of taste. But I need not refer to such a remote period.

I take a great party leader almost of our own day, the hero in their Jinglo youth of many Englishmen who are not yet more than middle-aged. Here just two descriptions of the dress of the orthodox Victorian protagonist of the Conservative cause:

THE GORGEOUS DISRAELI.

(1) A waistcoat embroidered with gorgeous golden flowers—no doubt, primroses—patent leather pumps, a quantity of chains about his neck and pockets, and in his hand a white stick with a black tassel.

(2) A black velvet coat lined with satin, purple trousers with

WHIST DRIVE HELD TO BE GAMING.

BOARDING HOUSE KEEPER FINED.

Blackpool boarding houses, at which whist drives are conducted during the winter months, were affected by a local magisterial decision recently.

Charles Driver, of White House, Central Beach, was fined £5 and costs for gaming by holding whist drives, and Mary Ann Halliday was fined £1 for permitting the play.

Police officers, who took part in the drives, said 456 players participated in six nights.

Would-be promoters of whist drives are in great doubt as to whether they will be convicted of gaming if they are prosecuted, writes a *Daily Chronicle* correspondent.

The following are some of the decisions arrived at in the law courts during recent years:—

In October 1911 the Salford Stipendiary fined the promoter of a whist drive for unlawful gaming.

This decision was unanimously upheld in April 1912 by a King's Bench Court, consisting of the Lord Chief Justice (Lord Alverstone), Mr. Justice Pickford and Mr. Justice Avory.

Following this decision there were several police court prosecutions of promoters of whist drives.

In November 1912, at the London Sessions, a promoter was found not guilty after two juries had disagreed.

In February 1913 another promoter, preferring to have a case brought before a jury, was tried at the Central Criminal Court, and was found not guilty.

A gold band running down the outside seam, a scarlet waistcoat, long lace ruffles to the tips of his fingers, while gloves with several brilliant rings outside them, and glossy singlets rippling over his shoulders.

I suspect that it was the gold in the colour of the princess that excited the passion of Disraeli for that modest and otherwise inoffensive flower of the vale.

All that the dandy asks of the world, says Carlyle, is that it will look at him, and in justice to Disraeli I must add that when he had induced the world to look at him with all its million eyes, he discarded his peacock plumage for sober black.

Will the Inns of Court be constrained to revive their severe statutes against the gaudy fashions which used to bewitch the youths of law? Even so, the women lawyers need not be dismayed, for these statutes were safely ignored even before they had become obsolete.

FANCY DRESS ON THE BENCH.

Bad examples never lacked eminence. The radiant costume in the Chancery Court of the Lord Chancellor, Earl of Shaftesbury, caused the envious to complain that he looked more like "a rakish young nobleman" than a judge. Worse still, the judge who sentenced Robert Emmet to death appeared at the trial in the fancy dress which he had worn at Lady Castlereagh's masquerade ball—green and yellow, with black stripes and mother-of-pearl buttons—not concealed by his judicial robes, for he inadvertently threw these open as he was pronouncing the capital doom.

Erskine went into the country to fulfil his special retainers in a dark green coat, scarlet waistcoat, and silk breeches, and the hands which he extended towards enchanted juries in his irresistible appeals in behalf of political liberty were always decently clothed in lemon-coloured kid gloves. What a jump from Montaigne's disquieting and barbarous contention that if we had been intended to wear clothes we should have come ready-clothed into the world!

ST. GEORGE OR SHAKESPEARE?

VICAR'S REPLY TO SIR SIDNEY LEE.

Sir Sidney Lee's proposal for dethroning St. George and substituting Shakespeare as our patron saint is strongly opposed by the Rev. H. F. B. Mackay, Vicar of All Saints, Margaret-street.

Three points on the subject were made by the Vicar in his address to the crowded congregation that assembled at the service which was held in celebration of St. George's Day. He showed that St. George is a man and not, as Sir Sidney holds, a myth; that there is a certain gain in knowing nothing about his personal characteristics; and that there is a peculiar suitability in St. George being the patron saint of England.

"I trust," he said, "that Sir Sidney Lee has not brought upon himself the malediction which is carved on the poet's grave, because I can conceive no proposal more likely than this to move the bones of Shakespeare."

The answer to his proposal was 'at a patron saint must be a possible example to his followers, and whereas none could ever imitate the genius of Shakespeare, all can imitate the faithfulness of St. George.

As to the peculiar suitability of St. George being the patron saint of England, he drew a comparison between his faithfulness and that of our own countrymen. So far, he said, as the Church on earth is concerned, St. George, so great and dear to his contemporaries, stands now as an unknown private in the ranks of the armies of Heaven.

"England," he said, "is celebrated not for eloquent, or artistic, or romantic figures, but for the extraordinarily high quality of other unknown private. We have seen a great wonder in the last six years. We have seen vast multitudes of our countrymen tread with perfect simplicity the path of loyalty, obedience, and duty. We have bent our heads in homage before the faithfulness to duty of the average man.

"We have seen cheery, normal, ordinary good fellows of everyday life making a sacrifice of comfort, ease, health, and all they hold most dear. We have seen them march away to darkness and silence. We have realised it is these who are the wonder-workers—these are the men who killed the dragon."

The silence and reticence which distinguished the figure of St. George are startlingly suggestive, he thought, of all that is best in English manhood, and none he held is so fit as he, to sum up everything in the great sacrifices that have been made in the heroic years just past.

FATE OF SILK HATS.

USED FOR UPPERS OF WOMEN'S SHOES.

The silk hat, no longer an unimpeachable symbol of taste, nowadays, gets badly trampled on.

Time was when it had leisurely social grades, often descending by devious ways, from aristocrat to the undertaker's man. But its career is apt to be cut short, as folk have broken from iron rules which used to give it a place rarely challenged in city or on church parade.

What becomes of the discarded silk hat?

"Old toppers bought here," is one answer, displayed by a dealer in the King's-road near Walham-green; and flanking the placard are two of the most dilapidated specimens that ever escaped scarecrow uses.

"My foot goes on every hat I buy, whatever its conditions," said the dealer to a *Daily Chronicle* representative. "That is not to make it less presentable, but simply to compress it for packing, for it has to be flattened in order that a couple of dozen or so may go into a compact parcel."

"The old hats are not worth much—only 3d. or 4d. a piece. I understand that the covering is used for the uppers of ladies' fancy shoes."

In family circles a silk hat considered past wear—or, perhaps, only out of fashion—is occasionally requisitioned by women members, who cut it down and convert it into feminine headgear, cunningly altered out of all semblance to its original shape; or it may be stripped and the covering transformed into a dainty vanity bag.

NOTICES

LANE, CRAWFORD & Co.

RAIN COATS.

THE ZAMBRENE RAINCOAT
WITH ITS ROOMY SLEEVES
AND WIDE SKIRT ENSURES
UNFETTERED EASE AND
COOLNESS.

PRICE \$30.00 & \$35.00 EACH.

BURBERRY RAINCOATS

DISTINCTIVE IN APPEARANCE.
COMFORTABLE AND WEATHER
RESISTING.

MOSCATINE.

A few drops sprinkled on the hands or
any exposed part effectually prevents
the bites of Mosquitoes and Sand Flies.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

WHITE CANVAS FOOTWEAR

WE WILL COMMENCE

A

SPECIAL SALE

OF

LADIES' & GENTLEMEN'S WHITE CANVAS.

BOOTS & SHOES

ON

MONDAY JUNE 14th 1920

FOR

ONE WEEK ONLY

The prices at which we are offering these shoes are
far less than they can be bought wholesale in any
part of the world to-day.

LADIES SHOES from \$2.50 pair.
GENTS SHOES from \$4.50 pair.

The opportunity of securing shoes at these
prices will probably never occur again.

BUY NOW

DON'T FORGET MONDAY JUNE 14th

BEST SIZES GO FIRST.

WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Voeux Road Central, Hongkong

EMPIRE COMBINE OF
£100,000,000.IRON, STEEL, COAL AND
SHIPPING MERGER.

"The largest amalgamation of its character within the Empire."

Such was the description given by an official to a *Daily Chronicle* representative of the grouping of prominent Canadian and British interests in the enlarged British Empire Steel Corporation, which is just reported from Ottawa.

Negotiations extending over the last six months have brought nine leading Canadian companies into the combine, and others are likely to follow.

This success has been achieved by a British syndicate represented in Canada by Colonel Grant Morden, M.P.

The scheme involves a capital of £100,000,000. It is concerned mainly with ore, coal, steel, and shipping.

Coal and ore from Canada will come to big steel works in Great Britain, and all are to make for more employment and increased output on both sides of the Atlantic.

BIG MEN OF THE BIG DEAL.

The new board will comprise foremost members of the amalgamated companies.

In London there is to be an advisory board, which will include—

Col. Grant Morden, M.P., chairman.

Lord Furness, vice-chairman.

Sir Newton Moore, M.P., Sir William Beardmore, Mr. Benjamin Talbot.

Col. A. Lorne Hamilton, secretary.

Amongst other prominent people connected with the undertaking are Lord Beaverbrook, Sir H. MacGowan, Sir J. F. Baile, Col. Morgan, and Mr. James White, as well as the British and Foreign Colonial Corporation.

"THE BIG NINE."

At the London offices of the British Empire Steel Corporation the *Daily Chronicle* obtained confirmation of the announcement from Canada that the consolidated companies there are to include the—

Dominion Steel Corporation Subsidiaries;

Nova Scotia Steel Subsidiaries;

Canada Steamship Company and Subsidiaries;

Canada Foundries, Forgings, and Subsidiaries;

Maritime Mail Company and Subsidiaries;

Collingwood Shipbuilding Company;

Port Arthur Shipbuilding Company; Halifax Shipyard;

Davis Shipbuilding and Repairing Company.

CAPITAL.

Quite correct, was also the comment on the detailed statement from Canada that the capital of the new corporation is to be in the following classes—

7 per Cent. Cumulative Preferred stock to 50 million dollars, of which 27 million will be issued.

8 per Cent. Cumulative Preferred Participating stock to 100 million dollars; 25 million to be issued.

7 per Cent. Non-cumulative Preferred stock to 150 million dollars; 68 million to be issued.

Common stock to 200 million dollars; 77 million to be issued.

The various totals make up an initial capital of 207 million dollars (nominal £41,400,000). No. 12 will be set down for goodwill.

ORE, SHIPS AND PLANT.

The crux of the whole thing is reflected in the information for a growing increased production," said Colonel Hamilton to a *Daily Chronicle* representative.

"I present you have the finest steel-making plant in the world—that is the United Kingdom plant; and the object of this amalgamation is to produce iron and steel for the Empire."

"You see by the concerns taken into the merger, it provides not only for the production of steel, but for the acquisition of the necessary plant."

"The Canadian Government has been very much interested," said Sir Newton Moore.

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IN THE AIR.

FINDING THE WAY.

Major W. T. Blake writes in the *Daily News* thus—

"I've crossed the desert eleven times—it was thought I knew it," is a reported utterance by Gen. Laperne, who recently died, lost in the desert on a flight across the Sahara. Gen. Laperne, who had never been in an aeroplane before, was, according to the same report, acting as guide because he was well acquainted with that part of the Sahara.

Frankly, if a man is not used to the air, no matter how well he may know a place from the ground, once he has ascended a few thousand feet he is in a new and strange country. The land takes on a different aspect, well known landmarks disappear, hills level themselves out, roads vanish beneath the overhanging trees, unknown paths appear with disconcerting distinctness. In place of all the vanished well-known signs, appear thin black railway tracks, sharply defined woods, silvery ponds which were not noticed on the ground, though the traveller might have been only a few yards away.

In the desert, particularly, all known signs vanish, and the airman sees only a limitless expanse of yellowish ground, covered with shadows cast by rocks and small hills, with darker shades indicating the dried up water-courses or wadis. Sometimes a wave-like effect is seen, but guiding signs are very few and far between.

Normally there are three ways of finding the way in the air: by map, by compass bearing, and by wireless direction. A combination of these methods is generally used, and in the near future the wireless telephone will undoubtedly prove a great asset.

When flying across country the ground is seen to be an exact replica of the map which the pilot has fastened in front of him, and, when he becomes accustomed to the method, he can follow every inch of his way by comparing map and ground continually. If he has previously mapped out the route he will follow, he flies some miles to right or left of it, for objects directly beneath the aeroplane are not so easily seen as those at a short distance to one side. In England railways and ponds and woods are the best landmarks to look for. Roads twist too much, and rivers often lose themselves in overhanging trees. In France the long, bare, national roads are splendid guides. But in the desert, railways, roads, ponds, rivers, woods, are unknown. An occasional oasis may be seen, but the surface of the desert is a continually changing ocean of sand.

Flying by compass is the second method. In this case the pilot draws a line on the map over the course he intends to follow. This method is accurate enough for short flights, even over the desert; but on longer flights drift observations must be taken occasionally, and the compass-bearing rectified if necessary. Wireless direction finding is done by means of receiving signals from various points, plotting the positions, and that of the aeroplane, and by means of a calculation and the intersection of the lines of direction, the exact position of the aeroplane may be found.

HEADS OF THE COMBINE.

Great interest was taken in the City in the new combine.

Colonel Grant Morden, M.P., the chairman, has for some time been closely connected with a director with a number of important Canadian companies, most of which are included in the present deal.

He is also chairman of the British Cellulose Company, which made a big issue of capital recently, and in which the British Government has an interest.

Lord Furness is head of the great Furness. With group of shipping companies, and is on the board of a number of iron, steel, and engineering undertakings. The name of "Furness" is one to conjure with in the industrial North.

Mr. Henry Steel is chairman of the United Steel Companies, Ltd., and directs other important iron and steel concerns.

Mr. Benjamin Talbot is managing director of the Cargo Fleet and South Durham Steel and Iron Companies, two of the Furness group.

Sir William Beardmore is chairman and managing director of the great Glasgow iron and steel works that bears his name, and also is on the board of Vickers, Ltd.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 10th. June 1920 commencing at 12 o'clock (noon) at their Sale Rooms, Duddell Street.

7 doz. Lace Stockings
200 doz. Loop Mantles
9 tins Painting Ink
10 cases Asparagus
16 cases Armour's Bologna Sausages

Also
A Quantity of Sundry Office & Household Furniture

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S.S. "WEST CONOB."

From SAN FRANCISCO via HONOLULU, YOKOHAMA, KOBE & SHANGHAI.

The above mentioned vessel having arrived from the above mentioned ports. Consignees of cargo are hereby informed that their cargo will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk. Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on June 16th at 2 p.m. and June 17th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 17th, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.,
Hongkong, 10th June, 1920.

WATER RETURN.

Level and Storage of water in Reservoirs on May 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919	1920
Total	12,211	12,211
Consumption	12,211	12,211
Reservoir	12,211	12,211
Losses	12,211	12,211
Waste	12,211	12,211
Evaporation	12,211	12,211
Seepage	12,211	12,211
Other	12,211	12,211

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Total	12,211	12,211
Consumption	12,211	12,211
Reservoir	12,211	12,211
Losses	12,211	12,211
Waste	12,211	12,211
Evaporation	12,211	12,211
Seepage	12,211	12,211
Other	12,211	12,211

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.

	1919	1920
Total	12,211	12,211
Consumption	12,211	12,211
Reservoir	12,211	12,211
Losses	12,211	12,211
Waste	12,211	12,211
Evaporation	12,211	12,211
Seepage	12,211	12,211
Other	12,211	12,211

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	1919	1920
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Other	12,211	12,211

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PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 10th. June 1920 commencing at 11 a.m. at No. 48 Godown, Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon.

(For account of the concerned)
5000 Bags No. 1 Tonkin White Rice

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 12th. June 1920 commencing at 12 o'clock (noon) at Messrs. Yue Fat's godown, Kennedy Town.

(For account of the concerned)
1676 bags Tonkin Rice (Stored in above godown)

110 bags Tonkin Rice (Stored in Wah Kee's godown Kennedy Town)

135 bags Tonkin Rice (Stored in No. 12 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd., Kennedy Town)

200 bags Tonkin Rice (Stored in No. 10 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd., West Point)

150 bags Tonkin Rice (Stored in No. 9 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd., West Point)

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 12th. June 1920 commencing at 11 a.m. at their Sale Rooms, Duddell Street.

A Large Quantity of Wines and Spirits comprising—

60 cases Australian Hook
35 " Claret " Medoc
20 " Champagne " Duc de Monaco
20 " Peppermint
20 " Salamander " Cognac
50 " Salamander " Cognac
5 " Burgundy
20 " Sherry (various brands)
20 " Dry & Old Tom Gin
14 " Ooriam Gin
etc. etc. etc.

N.B. A large quantity of the above will be sold without reserve. On view Now

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

PUBLIC AUCTIONS.

Messrs. Lammert Bros. are instructed to sell

THE STEAMSHIP "JEHANGIR"

Now lying in the Harbour of Hongkong under an Order of the Court

By PUBLIC AUCTION on

MONDAY
The 28th. day of June 1920 at 3 o'clock p.m.

IN ONE LOT
At their Auction Rooms, in Duddell Street

The ship is a British ship registered at Hongkong of 5206 tons Gross and of 3360.71 Registered tonnage and was built by W. Denny and Brothers, Dumbarton.

For particulars to view apply to Messrs. Lammert Bros., the Auctioneers.

For Further particulars. Apply to Messrs. JOHNSON, STOKES & MASTER, Prince's Building, or to Messrs. LAMMERT BROS., The Auctioneers, Duddell Street.

NEW ADVERTISEMENTS

NOTICE.

HONGKONG VOLUNTEER DEFENCE CORPS.

With reference to Administrative Orders by Lieut-Colonel L. G. Bird, D. S. O., Administrative Commandant, dated 7th June, 1920.

The term Infantry Company, includes all members of Infantry i.e. INFANTRY, LIGHT INFANTRY, SCOTTISH and RESERVE Companies. These Companies at present only being up to Platoon strength, the whole at present constitutes one Infantry Company for administrative purposes. Platoons being numbered as follows—

No. 1 Platoon (Light Infantry Company).
No. 2 Platoon (Infantry Company).
No. 3 Platoon (Scottish Company).
No. 4 Platoon (Reserve Company).

G. F. E. RAPSON, Bt-Major Adjutant.
Hongkong Volunteer Defence Corps.
Hongkong, 10th June, 1920.

PUBLIC AUCTIONS.

Messrs. Lammert Bros. are instructed to sell

THE STEAMSHIP "JEHANGIR"

Now lying in the Harbour of Hongkong under an Order of the Court

By PUBLIC AUCTION on

MONDAY

The 28th. day of June 1920 at 3 o'clock p.m.

IN ONE LOT

At their Auction Rooms, in Duddell Street

The ship is a British ship registered at Hongkong of 5206 tons Gross and of 3360.71 Registered tonnage and was built by W. Denny and Brothers, Dumbarton.

For particulars to view apply to Messrs. Lammert Bros., the Auctioneers.

For Further particulars. Apply to Messrs. JOHNSON, STOKES & MASTER, Prince's Building, or to Messrs. LAMMERT BROS., The Auctioneers, Duddell Street.

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 14th June 1920 commencing at 11 a.m. at No. 203 Praya East (For account of the concerned)

1072 Bags No. 1 Tonkin White Rice.

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

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LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S.S. "DOYLESTOWN."

From CALCUTTA via
PENANG, and SINGAPORE.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby notified that they must take immediate delivery of same from a alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on June 9th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after June 10th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

As Operators.

U. S. Shipping Board,
Hongkong, 3rd June, 1920.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S. S. "SHINYO MARU."

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS & MANILA.From SOUTH AMERICAN
PORTS via SAN FRANCISCO,
HONOLULU & JAPAN PORTS.

The above named Steamer having arrived, Tuesday 8th inst., consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Tuesday, 15th inst.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where they will be examined on Thursday, 17th inst. at 11 a.m.

No Claims will be recognized after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever, will be effected.

Y. TSUTSUMI,
Manager.

Hongkong, 9th June, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The U. S. S. B.
S.S. "WEST HEPBURN"

having arrived from San Francisco and ports on June 6th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Thursday, June 10, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Thursday June 10th, 1920.

Claims will not be accepted unless cargo is so examined by said surveyors, prior to the above date.

All claims must be presented within 1 month of the steamer's arrival here, after which they will not be recognized.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining after June 12th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 25 June, 1920.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From SEATTLE

Tide Steamship

"WEST JENA"

having arrived from Seattle via ports on 10th June 1920 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 11 a.m. on 17th June, 1920, by the Company's surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after June 17th, 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.

Agents.

1st floor, Powell's Building,
12, Des Voeux Road, Ck.
Hongkong, 10th June, 1920.

THE POLICEMAN'S LOT.

Mr. Short, in an appropriate reply to Mr. Gilbert, in the House of Commons, stated that the body of women police attached to the Metropolitan force consisted of one superintendent, 10 sergeants, and 100 constables. The constables were paid 49s. a week, and the sergeants 53s. the hours being seven per day for six days a week. Only one woman in the force had so far received any rough handling from rowdies.

CONTROL OF PATENT MEDICINES.

A NEW COMMITTEE.

The Minister of Health has appointed a committee to consider and advise on the legislative and administrative measures to be taken for the effective control of the quality and authenticity of such therapeutic substances offered for sale to the public as cannot be tested adequately by direct chemical means.

The committee consists of the following members:—

Sir Mackenzie Chalmers (chairman); Dr. H. H. Dale (head of Department of Biochemistry and Pharmacology under Medical Research Council); Dr. G. F. McCleary, medical officer, Ministry of Health; Mr. A. B. MacLachlan, Assistant Secretary, Ministry of Health; Dr. C. J. Martin (Director Lister Institute of Preventive Medicine). The secretary of the committee is Dr. E. W. Adams, of the Ministry of Health.

In 1912 a Select Committee of the House of Commons on Patent Medicine was appointed. In its report, issued in August, 1914, it summed up the legal position in regard to patent medicines in the following sentence:—

"For all practical purposes British law is powerless to prevent any person procuring any drug, or taking any mixture, whether potent or without any therapeutical activity whatever (so long as it does not contain a scheduled poison), advertising it in any decent terms as a cure for any disease or ailment, recommending it by bogus testimonials and the invented opinions and facsimile signatures of fictitious physicians and selling it under any name he chooses, on the payment of a small stamp duty, for any price he can persuade a credulous public to pay."

The principal recommendations of the Committee were as follows:—

That the administration of the law governing the advertisement and sale of patent and secret medicines be combined under our Department of the State—the Ministry of Health when created, and until then the Local Government Board.

That the manufacturers, proprietors, and importers of such medicines be registered.

That an exact and complete analysis of every remedy including medicated wines, with a full statement of the claims made for them be furnished to the Department.

That a special Court or commission be constituted with power to permit or prohibit in the public interest, or on the ground of non-compliance with the law, the sale and advertisement of any remedy, and that the commission be a judicial authority, such as a metropolitan police magistrate sitting with two assessors, one appointed by the Department and the other by some such body as the London Chamber of Commerce.

That the advertisement and sale (except the sale by a doctor's order) of medicines purporting to cure the following diseases be prohibited:—Cancer, consumption, lupus, deafness, diabetes, paralysis, fits, epilepsy, locomotor ataxy, Bright's disease, rupture (without operation or appliance).

That all advertisements of remedies for venereal disease and advertisements likely to suggest that a medicine is an abortifacient be prohibited.

That it be a breach of the law to use fictitious testimonials, or to promise to return money paid if a cure is not effected.

BOOKS ON CHINA FOR CAMBRIDGE.

MR. KINNEAR'S REQUEST.

The priceless collection in the University Library, Cambridge, of (1) books printed in the Chinese, Manchu, Korean, and Mongolian languages, and (2) of works concerning China in other languages, mostly English, has recently received a valuable addition in the shape of a bequest under the will of Mr. Henry R. Kinnear of over 400 volumes of the second class above mentioned, hitherto not to be found in the Chinese room, though a few of them already stand in the catalogue of the general library. Such duplicates, however, help towards completeness in the sense that the whole collection under the two classes is housed in one large and lofty room, with electric light and telephones laid on—an ideally convenient arrangement for purposes of reference and research; the more so as the Chinese room, where the student has at his elbow the extensive and well-selected collection formed by the late W. G. Aston, C.M.G.

The number of Chinese books has been swelled by recent addition to over 5,000 volumes, nearly all of which are bound in European style, and are therefore much more handy than when placed on the shelves with or without the usual Chinese wrappers, in both of which cases they would lie flat on their sides. The Chinese volume is a pen; but these volumes contain anything from 2 to 10 pens, and yield a total at a moderate estimate of 30,000 pens.

Mr. Kinnear, the library's latest benefactor, had spent 30 years in China (at Foochow and Shanghai, and was in recent years chairman of the Municipal Council, Shanghai. So far back as 1867-8 he spent a winter in Peking for the purpose of picking up a little of the so-called Mandarin colloquial; and ever afterwards he kept up a lively interest in the civilization of China, past and present, filling his shelves with books, many of which were of considerable value. Of periodicals he had complete copies of the Chinese Repository, the China Review, Notes and Queries on China and Japan, the East of Asia Magazine, Adveraria Sinica, and the Journal of the China Branch of the Royal Asiatic Society. The first three are now almost unobtainable, even at a high figure.

Among the older books may be mentioned:—"A Short Account of the Declaration given by the Chinese Emperor Kam Hi in 1700," 1703; "Description de la Chine," by Du Halde, four vols. folio, 1735; the same in English, third edition, 1741; "Memoirs and Remarks," illustrated, by Lewis le Comte, Jesuit, 1737; "Travels in China," by John Barrow, 1844; "The Penal Code of China," by Sir G. Staunton, 1810; "The Chinese," by Sir John Davis, 1836.

Among miscellaneous works of later years:—"Japanese Lacquer," by James Orange, 1917; "Historic Shanghai," by Montalto de Jesu, 1919; "Cities and Towns of China," by Playfair, second edition, 1910; "The Ruins of Desert Cathay," by M. A. Stein, &c.

The collection further includes complete sets of the reports of the Municipal Council (Land Assessment Schedule) and of the Chamber of Commerce, Shanghai, which may prove of use and importance to the future historian of the Model Settlement.

PRESIDENT WILSON'S INCOME TAX.

Washington, June 1.—President Wilson to-day paid his income tax which amounted to \$16,000.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W. & T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL, CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS

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BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

MILLIONS SAVED FOR THE COUNTRY.

AN INDEMNITY BILL.

By the Government's Indemnity Bill, millions of money are saved to the taxpayer, and protection is given to officers for acts done in prosecution of the war.

If the bases of assessment of compensation hitherto applied were rejected, and the cases dealt with without reference to the regulations, which were issued in order to restrict excessive profits entirely due to the abnormal conditions caused by the state of war, which created artificial market prices, it is estimated that:

The additional cost of the Exchequer would be not less than £700,000,000. Of this amount more than £300,000,000—might even be £400,000,000—would be payable in respect of British shipping, nearly the whole of which came under requisition and control.

For one commodity alone—rum—a comparatively insignificant item, an additional sum of £150,000 would be payable.

The object of the Bill is twofold.

1. Indemnification against the consequences of acts done in good faith but in excess of authority or without jurisdiction, in carrying out duties in connection with the prosecution of the war.

2. Validation of certain laws, ordinances and proclamations, and of sentences of military and other courts.

Indemnification is secured by Clause 1 of the Bill, which protects officers and officials against the institution of proceedings against them where they have acted bona fide in the interest of the country.

It is explained that irregularities, in some cases, owing to the stress of war, occurred in the constitution of courts-martial. The Bill, while protecting officers in such cases, will not prevent the finding and sentences of the courts-martial being quashed if the irregularity was such as to make the proceedings legally voidable.

Protection extends to persons in the service of the Red Cross and similar societies acting under the authority of the military. There are several exceptions.

Montgomery Ward & Co.
Established & Operated by Edward Montgomery
First of 1882

ANNOUNCE OPENING OF VICTORIAN
OFFICE, SALES AND SAMPLE ROOMS
National Y.M.C.A. Bldg., Museum Road, Shanghai

The new Shanghai office will supply catalogs and accept and forward orders and remittances. Check and forward shipments on request. Address inquiries and supply required information. Number of day to merchandise will be carried.

YOU ARE INVITED TO CALL ON US FOR
1920 CATALOG No. 92
Wholesale and Special Catalogs on request.



W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-
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KOWLOON.HARBOUR REPAIRS
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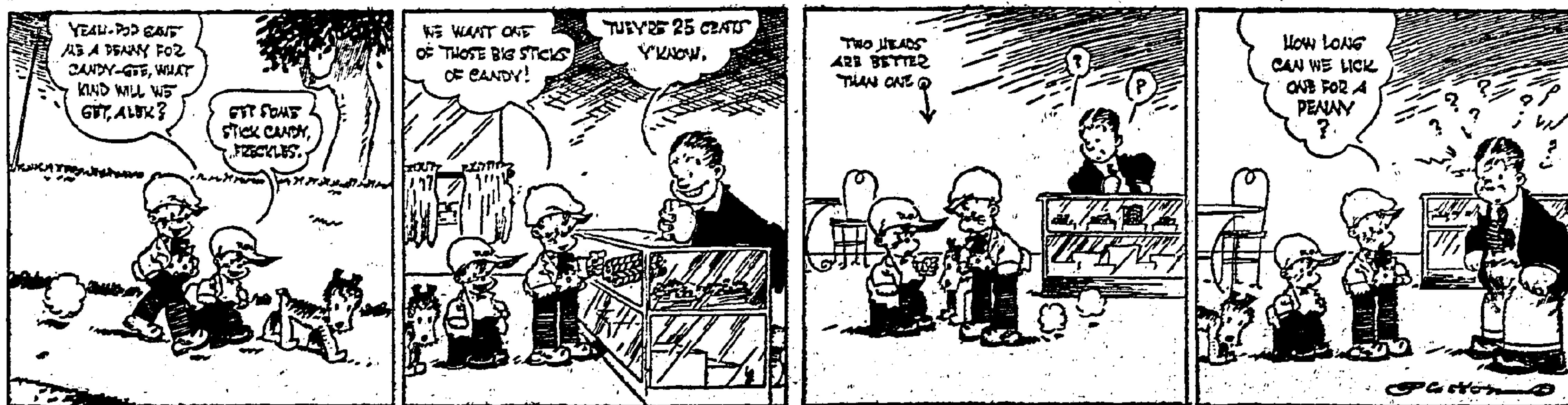
Motors from 12 B.H.P. to
50 B.H.P. now in stock
also spare parts.

Works... Tel. K.21
Manager... K.329
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Telegrams "SEYBOURNE."

FRECKLES AND HIS FRIENDS

It Was Alek's Idea.

BY BLOSSER



Finest London

GIN.

Sir Robt. Burnett & Co.'s

Fine Dry

Fine Old Tom.

SOLE AGENTS:-

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$30 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who are our agents there.

DEATH.

COGAN.—At 29, Huntley Gardens, Glasgow, on 22nd April 1920, Captain John G. Cogan, late of the China Navigation Company, Ltd.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 10, 1920.

HONGKONG AND PREFERENCE.

The information contained in one of yesterday's telegrams to the effect that Hongkong, amongst other Colonies, has been awarded with regard to the practicability of Imperial Preference, and that a reply has been given stating that such a step is not necessary, will come as news to most people here. Inasmuch as Hongkong is not a big producing or manufacturing centre, Imperial Preference is obviously not required for the Colony. We are not in the position of our great self-governing Dominions which are to be counted amongst the world's greatest producers both of raw material and manufactures and whose leading statesmen have long advocated preferential tariffs, so arranged as to give them a pull in British markets over foreign competitors. Hongkong is, after all, a warehouse, a distributing centre for goods coming into and going out of China, and therefore for all practical purposes its interest in Imperial Preference must be confined to watching its application to other parts of the Empire.

Inasmuch as Hongkong has practically nothing needing protection from foreign competition, it follows that it cannot desire, for its own sake, the adoption of preferential tariffs by the Colony. Equally, if we look at the matter from the standpoint either of Great Britain or the big exporting British Colonies, we shall find that the concession of preferential duties by Hongkong would, in the long run, be detrimental to Hongkong as a trading centre. If we were to allow British goods to come into the Colony on more favoured terms than the goods of other countries, we should soon find that the Colony would suffer. Foreigners who find Hongkong a convenient distributing point would be discouraged by the discrimination and would prefer some other port. What that would mean to the trade and revenue of the Colony needs no emphasising. It would be a fatal policy. Hongkong has been made, as a shipping and commercial centre, by the freedom of the port. To interfere with that would be to court disaster. This fact is clearly recognised by business men and the Government alike; it is the one point on which they are in absolute agreement. The Government, therefore, has given the only possible answer to the Imperial authorities as to the practicability of Preference as applied to this Colony.

Speaking broadly, we are in sympathy with any wise movement which will tend to knit the Empire together in closer bonds. We can understand the viewpoint of those who argue that when it comes to a matter of commodities which the United Kingdom needs, and which can be supplied both by our Dominions and foreign countries, preference should be given to the former. But to understand a certain attitude is not necessarily to approve it. We are rather inclined to think that, despite its imperfections, our Free Trade policy has paid us, and that any undue interference with it might do far more harm than good. Preferences mean a curtailment of competition, which is generally good for everybody. Thus preferential tariffs might very well send up the price of commodities to the consumer and possibly also discourage output in the producing centre. We have just been told that Britain is dependent on exports for much of its wheat. Possibly the Dominions can supply our needs, but where would the consumer and the British farmer come in under a system of preferential tariffs? The former would doubtless have to pay more for his bread, whilst the latter would just as soon that his competitor was a foreigner as, say, a Canadian. So far as manufactures go, it may, later on, be necessary to deal with dumped foreign goods by legislative enactment. That is a question which will be more acute when there is surplus production abroad, but that time has not come yet. The Home Government has pigeon-holed its Anti-Dumping Bill for the time being, at any rate. Perhaps it realises that under the old Free Trade system the country is not doing so badly after all.

NOTES & COMMENTS.

RUSSIA.

There seems to be a deal of feeling being infused into the discussions as to whether it would be politic for Great Britain and the other Allies to open trade relations with Soviet Russia. Colonel Grotton did not mince words in the House of Commons, though one can hardly understand any man being anxious to perpetuate the present state of isolation in which Russia finds herself. We have to admit that we did not find Mr. Lloyd George's arguments in reply very convincing; he seemed to adopt a tone of helplessness. There was just one part of his speech that appealed to us and that was his reference to what would happen unless the nations of the world soon succeed in restoring order. It is a matter of prime necessity that order should be restored and because of that we heartily favour any suggestions that will tend to put Russia back in her place amongst the recognised Powers of Europe. Poland has not helped matters by her military measures against the Bolsheviks, for it seems that by fighting the Russians with armed force we are only driving them further into an irreconcilable attitude. If the Allies think that Bolshevism is in itself so evil a thing that they can never recognise a Government professing it, then the only step is to fight it effectively; but if they think that they can exert sufficient influence over their own peoples to nullify the effects of any propaganda, if they think that there is no real danger, then the only sane thing to do is to stop all aggressive measures and get back to a peaceful footing. We are inclined to believe that Bolshevism was an inevitable swing in the Russian pendulum after the people's liberation from the throne and that it will only be a matter of time before it partially returns and approaches the normal. If by opening up trade we can draw the Russian people closer to the rest of Europe then by all means let us trade, and let us also tell Poland that her war for eastern boundaries has gone far enough. One would have thought after five years' war that Europe was tired of strife and dissension, but there are still turbulent spirits at work, and it should be the duty of the Allies to frustrate these and not pander to them. What the outcome of the discussion with M. Krassin will be can only be guessed at, but we sincerely hope that it will be the beginning of what will eventuate in complete European peace. It is high time that came.

Several changes in the Water Police Force have been effected. Sub-Inspector Sutton, who is now at home on furlough, is invalided out of the Force, and Sergeant Macdonald from a minor post has been promoted to take Sub-Inspector Sutton's place. Sergeant Brown has been appointed to Sergeant Macdonald's post.

The celebrated Italian artist, Madame A. Silvestri and Senhor D. F. Amelias, kindly assisted by Professor E. Danenberg, will give an open air concert at the Club de Recreio, Kowloon, on Saturday, the 12th instant, at 9.15 p.m. Tickets of admission, at \$1.50 each, may be obtained through any member of the Club or at the gate on the evening of the concert.

Returning to the Colony on the s.s. a Chinese banisher who was ordered by the Police not to show his face here for ten years, was yesterday arrested at Pee Ho Street. The prisoner informed the Magistrate this morning that the desire of seeing an aged father and taking up the reins of the latter's business, were sufficient moral grounds for this breach of the order. "Three months," said His Worship.

Three Chinese were before Mr. R. O. Hutchison at the Police Court this morning on the accusation of obtaining a cheap passage on the steamer Lake Faulk, operated by the Pacific Mail Steamship Company between Hongkong and Calcutta via other ports. Mr. C. F. Mason, who represented two of the prisoners, asked for a remand of the case, which was accordingly held over until to-morrow.

BRITISH TRADE.

The forthcoming British Trade Exhibition is being planned on an extensive scale and it is pleasing to learn that the Government is introducing a Bill providing £300,000 towards the guarantee fund. Not only in the interests of trade but in relation to social and economic interests such shows as the one now planned are of decided value. British trade can do with all the help it receives from the Government, for there can be no question that the time is unique in trading opportunities. If production at home can be maintained and even increased and suitable markets found for all products that are surplus to England's own needs, then the foundations will be laid of a wonderful prosperity. The recent figures of imports and exports show that Britain's trade is steadily improving, and it was interesting to notice from one of the cables to hand yesterday that French production is also reviving. In fact, the figures were eloquent of the strides that French industry is making. Bound up with the successful expansion of trade is the proposed levy on war wealth, and we are rather glad to see that the Government has decided to take no steps in such a direction. We realise that a great deal of the war wealth was ill-gotten out of a nation's emergency, but we also realise that that wealth is mainly employed in financing industries. To make a levy on wealth made in the five years of war would be, to a very large extent, to impose a levy on industry and that is the very last thing needed just now. A good many of those who made the money ought to be made to suffer the loss of it because it was wrong, either by profiteering or cornering, out of a people who were already suffering acutely. But Britain has not lost that money; it is still largely employed in the businesses of the country which are better equipped to take their

DAY BY DAY.

THE FIRST AND WORST OF ALL FRAUDS IS TO CHEAT ONESELF; ALL SIN IS EASY AFTER THAT.

The U.S.S. Helena arrived this morning and saluted the port.

The winning ticket in the raffle for Mrs. Le Breton's piano is No. 379.

Mr. H. W. Bird was a passenger on the s.s. Nelson, which left for Home yesterday.

There was one fatal case of plague notified yesterday; the victim being a Chinese.

Mr. and Mrs. H. Doughty left for Home by the s.s. Nelson yesterday. Mr. Doughty has for many years been in the service of the Green Island Cement Co. He is now retiring.

Returns just issued show that on June 1st the contents of reservoirs in Hongkong totalled 1,350.21 million gallons, compared with 1,217.84 million gallons on the same date last year. The Kowloon reservoir contained 294.48 million gallons, as against 306.40 million gallons on June 1st, 1919.

Several changes in the Water Police Force have been effected. Sub-Inspector Sutton, who is now at home on furlough, is invalided out of the Force, and Sergeant Macdonald from a minor post has been promoted to take Sub-Inspector Sutton's place. Sergeant Brown has been appointed to Sergeant Macdonald's post.

The celebrated Italian artist, Madame A. Silvestri and Senhor D. F. Amelias, kindly assisted by Professor E. Danenberg, will give an open air concert at the Club de Recreio, Kowloon, on Saturday, the 12th instant, at 9.15 p.m. Tickets of admission, at \$1.50 each, may be obtained through any member of the Club or at the gate on the evening of the concert.

Returning to the Colony on the s.s. a Chinese banisher who was ordered by the Police not to show his face here for ten years, was yesterday arrested at Pee Ho Street. The prisoner informed the Magistrate this morning that the desire of seeing an aged father and taking up the reins of the latter's business, were sufficient moral grounds for this breach of the order. "Three months," said His Worship.

Three Chinese were before Mr. R. O. Hutchison at the Police Court this morning on the accusation of obtaining a cheap passage on the steamer Lake Faulk, operated by the Pacific Mail Steamship Company between Hongkong and Calcutta via other ports. Mr. C. F. Mason, who represented two of the prisoners, asked for a remand of the case, which was accordingly held over until to-morrow.

In connection with an extradition case against a Chinese who is wanted by the Canton Police for robbery and kidnapping on February 15th last, Chief Detective Inspector Munson applied to Mr. R. O. Hutchison at the Police Court this morning, for an adjournment on the ground that he was not yet in receipt of extradition documents. Sgt. Dorling said that he arrested the prisoner in Hollywood Road this morning.

After discussion in Chambers, the case in which Mrs. Joao Maria Gutierrez applied to his Worship for a separation order against her husband on the ground of cruelty and neglect was yesterday adjourned by Mr. Hutchison sine die. Mrs. Gutierrez showed much agitation at this decision and protested against the fact that the case was not heard and decided in open Court. The petitioner was represented by Mr. Leo d'Almada and the respondent by Mr. A. E. Hall.

stand in the fight that is surely coming for the commercial supremacy of the world. The danger of a levy is that it would render us less equipped. On moral grounds there is nothing that can be said against a levy and everything to be said for it. We rather like the way Mr. Chamberlain phrased his reply: "The Government concluded that the dangers of such a levy altogether outweighed the advantages." It is a case of dangers as against advantages, not a matter of what is morally right or wrong.

OBITUARY.

CAPT. JOHN G. COGAN.

Nawa has been received recently of the death of Captain John G. Cogan, which occurred at Glasgow on 22nd April last.

The late Capt. Cogan was well known on the China Coast, where he was for 20 years in the service of the China Navigation Company, Ltd., the last 14 years of which he was in command of various steamers of the fleet.

He resigned his position during the latter part of last year owing to ill health and proceeded Home in the hope that his health would be restored by the change.

RICKSHA ACCIDENT.

TRAMCAR NOT INVOLVED.

There seems to be a good deal of misunderstanding abroad as to precisely what happened in the accident that befell Mrs. A. B. Silva in Des Vieux Road on Tuesday afternoon. It has been reported as a case of collision between a ricksha and a tramcar, but it has since transpired that the tramcar had nothing whatever to do with the mishap.

Several independent witnesses have made statements to the Police from which it appears that the driver of the ricksha was proceeding down Wardley Street at a very smart pace. The tramcar was actually past the bottom of the Street when the ricksha reached it, and it was only because the ricksha pulled over to make too sudden a turn into Des Vieux Road that the ricksha overturned throwing the fare, Mrs. Silva, heavily to the ground. There was no collision between ricksha and tramcar; in fact, the tramcar was some yards beyond the spot where the ricksha overturned.

We make this explanation in fairness to the tramcar driver and to the Company. The driver of the ricksha was licensed.

MERCHANT MARINE.

CHINA COAST CHANGES.

Captain J. R. Owen of the Han-yang has resigned.

Captain J. Mathias, from Reserve, has gone master, Han-yang. Mr. R. H. G. Ashby, from leave, has gone chief officer, Sinkiang.

Mr. W. Lowrie, chief officer, Sinkiang, is on reserve.

Mr. R. Allan, chief engineer, Wenchow, has gone chief engineer, Yingchow.

Mr. W. G. Ramsay, chief engineer, Yingchow, has gone chief engineer, Wenchow.

Mr. A. Unwin has been appointed third engineer, Hsin Peking.

Mr. J. Reay, third engineer, Shantung, has gone third engineer, Han-yang.

Mr. G. B. Hood, third engineer, Han-yang, has gone third engineer, Shantung.

Mr. M. G. Sinclair has been appointed third engineer, Tean.

Mr. H. Rawstorn, supernumerary second officer, Kwongzang, has gone second officer, Koonshing.

Mr. J. D. Thwaites, supernumerary second officer, Kwongzang, has gone supernumerary second officer, Loongwo.

Mr. H. E. C. Turner has been appointed second officer, Wosang.

Mr. E. A. M. Sharrah, third officer, Koonshing, has gone third officer, Kwongzang.

Mr. J. Rowe, second engineer, Wosang, has gone second engineer, Luenbo.

Mr. J. S. Black, second engineer, Luenbo, has gone second engineer, Wosang.

Mr. R. E. Laker, third engineer, Choyzang, has gone acting second engineer, Loongwo.

Mr. C. M. Anderson, second engineer, Loongwo, is on leave.

Mr. A. Fyfe has been appointed acting second engineer, Kiangwo.

Mr. L. F. Ellis, second engineer, Kiangwo, has gone acting chief engineer, same ship.

Mr. J. T. Wright, chief engineer, Kiangwo, is on leave.

Mr. A. Ellensen, second officer, Kiangtung, has gone second officer, Kiangsin.

Mr. F. A. Muller has been appointed fourth engineer, Hsinming.

Mr. S. Gagul, third engineer, Hsinming, is on leave.

Mr. J. MacKellar has been appointed chief officer, Rotornia.

Mr. J. L. Walsh, chief officer, Rotornia has resigned.—Shipping and Engineering.

RECENT SHIPPING DISPUTE.

COMMENT ON THE HONGKONG AWARD.

Shipping and Engineering (Shanghai) has the following:—

After two months of waiting since the close of the arbitration case that was held in Hongkong during March, the award has been made and, by the telegraphic summary that has been cabled by Reuter, it appears that the captains, officers and engineers of what are known as the "outside" ships have come off very well at the hands of the arbitrators.

The new scale of salaries awarded is published elsewhere; summarizing it, it is decreed that the master of a vessel under 250 tons gross is to receive \$305 per month rising to \$370 per month for vessels over 2,000 tons.

Chief engineers will receive \$300, rising to \$360, chief officers and second engineers \$280 rising to \$320, while second officers and third engineers are awarded a flat rate of \$245 for all classes of vessels and third officers and fourth engineers a flat rate of \$235. Where food is not provided, an allowance of \$40 per month is to be made for coast ships and \$25 for river-boats.

It is too early yet to learn whether the award comes up to the full expectation of the officers concerned, but in view of the handsome increases over the present scale that is being paid, it may be hazarded that the award will be found satisfactory. It is known that some of the more pessimistic did not expect to receive any increase and, as the increases made are to be paid back from December 15, 1919, five days before the return of the officers to duty when the dispute occurred, there will be a handsome sum forthcoming in the way of back pay.

Comparisons with the present rates are difficult owing to the various salaries that were being paid in the ships and the fact that the present scale is based on the size of the vessel, whereas before the award was made, the only factor governing rates was the likelihood of obtaining a cheaper man.

As nearly as can be ascertained, the average size of the river steamers affected by the award is 650 tons, which brings a vessel of this average tonnage into the class 501 to 700 tons gross. The amount claimed for a master of this class of vessel was \$450 while the amount awarded is \$335. He, therefore, receives nearly 75 per cent. of the amount claimed. His present pay is about \$288 and he, therefore, receives an increase of \$47 per month or nearly 17 per cent.

Chief engineers claimed \$417 and receive \$330 or 79 per cent. of the claim and an increase of \$64 on their present pay, representing 24 per cent. Chief officers and second engineers receive more than was claimed, the claim having been \$235 and the award \$290 an increase, over present salaries, of \$75 or 29 per cent. As there are no second officers or third engineers carried in these vessels, it is not worth while pursuing the comparisons further.

In the coast ships the increases have been even larger, the salaries awarded being 84 per cent. of the amount claimed for masters, 80 per cent. for chief engineers, 98 per cent. for chief officers and second engineers and 98 per cent. for second officers and third engineers. The juniors have, therefore, fared better in every instance than masters and chief engineers.

For purposes of comparison, the scale between 1,501 tons and 2,000 tons gross may be taken, the majority of the coast vessels concerned falling between these two limits. For a vessel of that size, the amount claimed was \$600 and the salary awarded \$505. Present pay is about \$430 and the award, therefore, calls for an increase of \$105 or 26 per cent. for masters. For chief engineers the present pay is about \$375 and the scale awarded \$440, an increase of \$65 or 17 per cent. Chief officers and second engineers, who before received \$250, will now get \$320 an increase of \$70 or 28 per cent. while second officers and third engineers will receive \$245 against about \$210, an increase of 17 per cent.

These amounts are, of course, approximate since the salaries received varied on the coast ships as on the river boats and one of the principal benefits, apart from the handsome increase that will be achieved by the award will be the establishment of a definite scale of pay for these "outside" vessels below which no owner will be allowed to pay and, it is to be hoped, no member of the two Guilds will be allowed to sign on.

Should the oil supplies of Mesopotamia prove to be the salvation of the British Empire, as some hopeful Parliamentarians now imagine, we shall know where to place the credit. For if that happens and not to be discouraged by the fact that Mesopotamia has failed to find oil in Persia, we should probably never have heard anything of the possibilities of Mesopotamia. And, oddly enough, Mr. D'Arcy's success in Persia came by a lucky chance, after a strenuous and baffling struggle. Many wells had been sunk in vain, when one day Mr. D'Arcy met a fellow-traveller, busy on quite a different hobby, who told him of far wells between Mal-Amir and Shustar. From there he had been collecting oil in pits from what they themselves knew as the Field of Oil. The villagers were bought out, a drill sent down, and the oil was struck. So powerful was the rush that the ascending column carried away the derrick. From this discovery, or rather rediscovery, the possibilities of the related strata of Mesopotamia became obvious.

TO-DAY'S MISCELLANY.

It seems strange that there still survives a venerable lady who by her marriage with Louis Napoleon became the niece of Napoleon the Great. It is not less strange that the date of her birth—May 3—should be the same as the date of his death. The ex-Empress Eugenie was born at Granada on May 3, 1828, while five hours previously on the same day day Napoleon had died at St. Helena, "just as the evening-gun was announcing the setting of the sun." Despite her advanced age, the ex-Empress has just undertaken a trying journey to her native Spain, where she will spend her 94th birthday.

Among the gargoyles of St. Giles' Church, Camberwell, are to be found representations of three politicians of the last generation—Lord Salisbury, Lord Randolph Churchill, and Mr. W. E. Gladstone; while some modern carvings in the south transept of Chester Cathedral include Mr. Gladstone and Lord Beaconsfield, the former apparently trying to topple over a church steeple with a lever, and the latter holding a crown on a sword. Mr. John Burns, too, on one occasion claimed to be one of the archangels in St. Paul's, over the chancel, the famous Labour leader, who was in the employment of the artist at the time he was designing the mosaics, having sat as a model for this particular archangel.

The Brewers Company, which is selling its estates in St. Pancras, is not one of the great city companies, though it is as ancient as most, having been incorporated in 1445. In the time of Edward I. the trade was chiefly in the hands of brewers, or female brewers, and was then reckoned amongst the callings of low repute. By degrees the trade increased in importance, and in 1345 the brewers used so much of the water of the conduit in the Cheap that their supply from that source was stopped. Queen Elizabeth favoured the Company by granting them two charters, which extended their jurisdiction beyond the city. The hall of the Company, just off Cheapside, was rebuilt in 1673, after the Great Fire, and is a quaint example of old London architecture.

Dr. R. Vaughan Williams, whose "London Symphony" was the feature of a recent concert by the British Music Society at the Queen's Hall, gave over four years' service to the country in the war. At the age of 42 he enlisted in 1914 as a private in the R.A.M.C., and as stretcher bearer and scrubber of floors saw service in France and Salonica. Not content with that he went through the gruelling and grind of examinations for an artillery commission in 1917, and on "passing out" at Lydd won special commendation for his high place on the list—no small achievement for a man of 46. He is a Mus. Bac. of Cambridge and Oxford, the latter an honorary degree conferred on him last year. But one of the few things he cannot do, as he would tell you, is to tie a "running bowline" or "bawser bend"—knots which every artillery officer is supposed to master.

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KISSING AND CHURCH LAW.

VICAR'S APPEAL
DISMISSED.

A sitting of the Court of Archbishops was held at the Church House, Westminster, recently before Sir Lewis Diddin, Dean of the Archbishops, for the hearing of an appeal preferred by the Rev. Herbert John Martin, vicar of Holy Trinity, Old Brompton, Kent, from a decision of the Chancellor of the Diocese of Rochester in the matter of a prosecution brought by the Bishop of Rochester against Mr. Martin under the Clergy Discipline Act, 1892. One of the questions raised in the case was whether an assault by kissing was or was not to be regarded as an "immoral act and conduct" under the statute referred to.

At the close of the argument for the appellant, counsel for the respondent was not called on.

Mr. Ernest Charles, K.C., and Mr. A. L. B. Thesiger appeared for the appellant, Mr. Martin; Mr. E. W. Hauser and Mr. W. N. Stable for the respondent, the Bishop of Rochester.

Mr. Charles, K.C., said that the particulars of the charges formed the subject of the inquiry before the Consistory Court of Rochester related to "immoral acts and conduct" under section 2 of the Clergy Discipline Act, 1892. The offences alleged against the defendant were, first, assault by kissing on July 29, 1919, a domestic servant then in the defendant's employment. The defendant was convicted of that offence by the stipendiary magistrate at Chatham on September 19, 1919. The second particular alleged against the defendant was falsely stating on oath at the trial before the magistrate that the defendant did not commit such or any assault on the young woman.

The third particular alleged that on July 30, 1919, the defendant, at the vicarage said to her, "You can love me as much as you love your young man. Don't think I want to have any connections with you." Continuing, Mr. Charles said that at the hearing in the Consistory Court he deemed it to be his duty to take the preliminary objection that there was no disclosure on the face of the particulars of the charges that which was an immoral act or constituted immoral conduct as defined by the 75th and 109th canons, which by virtue of the statute contained the definition of those two words. He took the further objection to the second particular in the charges that that matter involved the trial of the question of perjury and should not be dealt with by the Consistory Court. The first point was whether an assault by kissing was or was not to be regarded as an "immoral act and conduct" under the statute.

The Dean of the Archbishops said that no one could say kissing was an immoral offence. A man might kiss his daughter—the circumstances must be considered. Mr. Charles submitted that the highly penal Act was not intended to be extended to a case in which there was no environment of what the layman called immorality. Indeed, the utterance alleged in the particulars to be charged to have been made by the defendant, itself negated any idea that immorality was to proceed from the kiss or that the kiss was, as it were, to be the lascivious prelude to what was suspected in the decided cases which he had quoted. The act of kissing which was not a prelude to what one would call immorality was not intended by the Act of Parliament to be the subject of that which was of a highly penal character and carried consequences which the Act did not intend to annex to an indiscreet and unwise act alone.

JAZZ BAND AT PUSSYFOOT MEETING.

GATHERING BROKEN UP.

Lively scenes were witnessed at Mardy, in the Rhonda Valley recently.

A party of miners, members of various clubs, invaded a prohibition meeting, and with jazz band and variegated costumes, turned the meeting into a burlesque.

One of the jazz bands marched up to the platform, and, what with the shouting and the music, the din was deafening.

The Rev. Hugh Jones Llanelly, and Mr. J. Thomas, Porthcawl, were to have addressed the meeting, and, on their appearance on the platform, accompanied by Rev. J. Evans, the chairman, the Rev. J. Hope Evans and others, a football chorus was sung, followed by further strains from the jazz band.

The members of the band were asked to quit the platform, which they did without demur. They, however, occupied the front seats in the hall and prevented attempts to proceed with the meeting.

Several efforts were made by the chairman and others to speak, but to no purpose.

One of the members of the band, dressed as a policeman, went on the stage and put the question, "for" and "against" prohibition. The show of hands was strong for both sides.

The speakers left the stage without having obtained a hearing, and the meeting dispersed. The jazz band then headed a procession from the hall to a local club.

The matter before the stipendiary magistrate was not an ecclesiastical offence. If there was no ecclesiastical offence in the act charged and the act which was the subject of the conviction, then a statement made on oath in regard to it was not a matter that could be dealt with in the Consistory Court.

In some further conversation it was stated that the kissing of the girl was against her will.

Mr. Charles submitted that the act of kissing a servant girl against her will was not an act which came within the ambit of either of the two canons.

The Dean of the Archbishops remarked that the kissing was on July 29 and the words were alleged to have been uttered by the defendant on July 30. He thought that those words were in favour of the defence.

Mr. Charles said that the statement alleged to have been made by the defendant on July 30 on the face of it denied any desire to do that which was immoral. The act of kissing was in itself innocent. The kissing in this case had no immoral environment, and therefore it was not within the ambit of the Statute.

The Dean of the Archbishops, in delivering judgment, said:—As to the scope of the Clergy Discipline Act, 1892, and the meaning of "immoral acts and conduct," I have nothing to add to what I have said in previous cases. The defendant admits that he kissed a young woman who was his servant in circumstances which it was decided, on prosecution, constituted an assault. He also admitted that on the day following this he addressed to her words which must be regarded as not only erotic, but lewd. The defendant denied on oath before the magistrate that he had kissed the girl. He now admits that he made this denial, and that he made it untruthfully. In these circumstances the Court below have found the defendant guilty of immoral acts and conduct. I think their decision right, and that this appeal should be dismissed, with costs.

HOW THE MONEY GOES.

AIR ACCOUNTS "ALMOST CHAOTIC."

Some remarkable details of expenditure and losses are given in the analysis by Sir H. J. Gibson, Controller and Auditor-General, of the Appropriation Accounts of the Ministries of Shipping and of the Air for the financial year 1918-19. The deficit on the first was £100,403,706 and on the second £85,437,334. But these totals are not really deficiencies. They represent roughly the total amount which the taxpayer has to pay, for the original estimates presented to Parliament were based on so-called "token" votes of a few thousands only. The actual expenditure on shipping was £235,466,120, and on Air £85,445,084, but in each case there were receipts in aid, amounting, in the case of shipping, to £185,061,314.

The Air Ministry's account is the first rendered by the Ministry for a complete year. In his comments the Auditor-General says: "The general standard of store-keeping and accounting had been deplorably low. At several important stations it had been necessary, with Treasury approval, to disregard the accounts as valueless, and, at a number of others, Courts of Inquiry or other investigations into losses and discrepancies had revealed an almost chaotic condition of affairs."

IRRECOVERABLE LOSSES.

Among the details of the "balances irrecoverable" are the following:

Theft of a Ford van during temporary absence of driver—£200. Additional precautions are now taken.

Theft of a Ford touring car—£133. W.R.A.F. driver reprimanded for neglecting to use the safety locking device.

Theft of another Ford car—£100. Passenger asked to stand by the car, "but on going outside saw it rapidly disappearing." Disciplinary action against W.R.A.F. driver.

Destruction of two aeroplanes by negligence—£3,430. Pilot crashed into a stationary machine in taking off. Reprimanded, and called upon to pay £5 towards the damage.

Seven hangars wrecked in violent gale—£6,350. Improved method of anchorage now adopted.

Destruction of aeroplane by fire, caused apparently by the bullseye lantern of a policeman who was talking to the guard—£1,378.

£5,000 EASILY EARNED. The following letter from the Secretary to the Treasury to the Secretary to the Air Ministry (August 6, 1919) is tantalisingly vague:

"Sir—I have laid before the Lords Commissioners your letter of the 31st ult. further relative to Mr.—'s claim for compensation owing to the decision not to make use of his flying school for the training of military pupils. My Lords now sanction the payment of £5,000 to Mr.—as proposed in full settlement of all claims."

Other interesting items of expenditure include the following:

For training American pilots (repaid by the U.S.A.) £164,500.

For translating a German wireless telegraphy manual, £37.

For the purchase of land, £173,445.

Laundry and haircutting of airmen, £125,000.

Repairs to clothing and boots, £10,000.

On the sites for the aerodromes at Ford Junction, Eastleigh, Tangmere, and Berehaven a sum of approximately £750,000 was spent.

In his analysis of the accounts of the Ministry of Shipping, the Auditor-General states that the actual cost to be borne by the Ministry on the concrete ship program in the year under question was £222,547. It is estimated that if the whole programme had been carried out the loss to the State would have been £4,117,000. As it is, the loss is £2,500,000.

CASSET OF SUGAR FOR FAMOUS SINGER.

A rather unusual, but doubtless keenly-appreciated presentation, was made to Mme. Calve at the conclusion of her vocal recital at the Queen's Hall recently. Amidst a scene of tremendous enthusiasm an admirer, evidently aware of the famous singer's objection to bouquets of flowers, handed her a silver casket filled with loaf sugar. On the platform Mme. Calve was besieged by crowds of people demanding the addition of her autograph to their programmes, requests which she very good-naturedly complied with.

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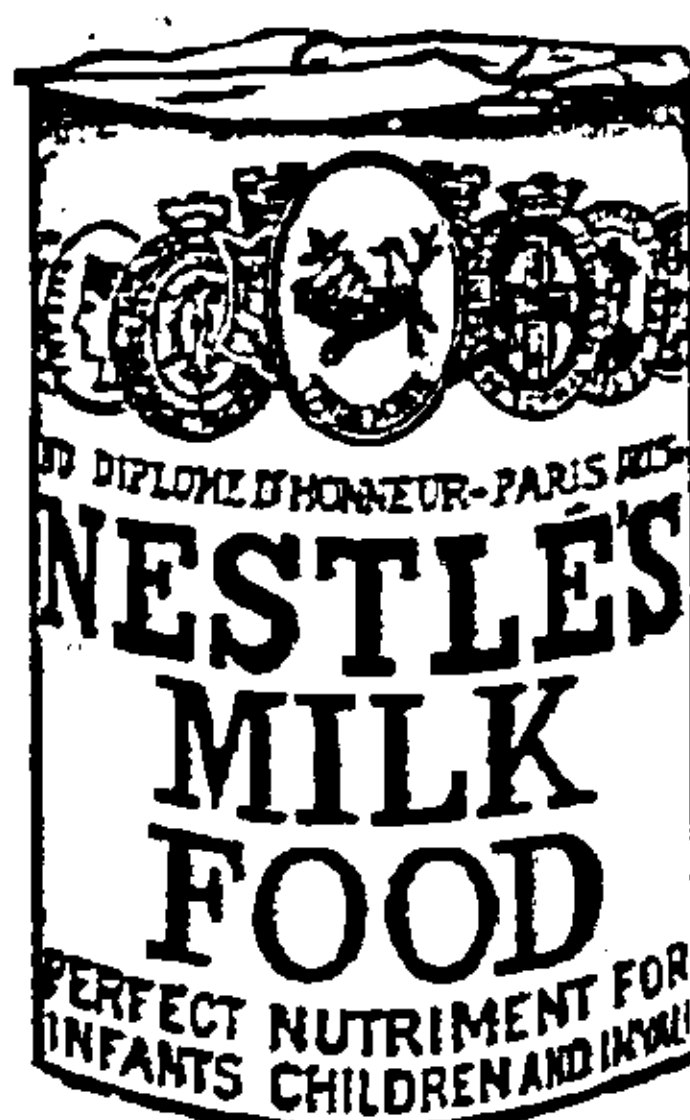
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Nearly every victim of headache suffers from thin blood, also weak nerves, the latter being the result of the former. The most successful treatment therefore, for headaches is a remedy that will rebuild the blood so that it can nourish the starved nerves.

This process of strengthening thin blood and weak nerves is being accomplished on all sides by Dr. Williams' pink pills for pale people. These pills contain the elements that make new blood; and as the nerves get their nourishment from the blood, Dr. Williams' pink pills have been found invaluable in a wide range of diseases of the blood and nerves, such as rheumatism, after-effects of influenza, neuralgia and neurasthenia or nervous breakdown.

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Cargo to Overland Points U.S. in connection with Great Northern.

Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU ... Tuesday, 15th June, at 11 a.m.

TAJIMA M. (Calling Manila & Keelung) Wed., 30th June, at 11 a.m.

KATORI M. (Calling Manila & Keelung) Fri., 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KITANO MARU ... Friday, 11th June, at noon.

INABA MARU ... Friday, 25th June, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSURUGA MARU ... Monday, 21st June.

LIVERPOOL & MARSEILLES via S'pore, C'bo, Suez & Port Said.

TOKIWA MARU ... Friday, 9th July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.

NIKKO MARU ... Wednesday, 21st July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYOOKA MARU ... Middle of June.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 10th June.

TALAN MARU ... Saturday, 12th June.

CALCUTTA & RANGOON via Singapore & Penang.

SHINGO MARU ... Thursday, 10th June.

DELAGOA MARU ... Sunday, 27th June.

JAPAN - RTS - Nagasaki, Kobe & Yokohama.

SHIKO MARU ... Friday, 25th June, at 11 a.m.

SHAN HAI, KOBE & YOKOHAMA

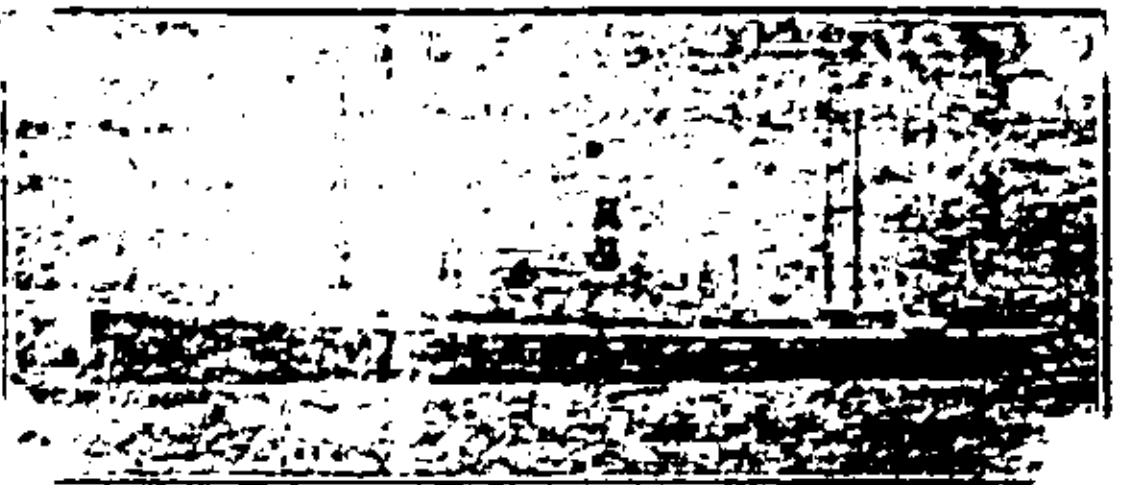
SHINRYU MARU ... Sunday, 13th June.

PENANG MARU ... Wednesday, 16th June.

IYO MARU ... Friday, 18th June, at 11 a.m.

For further information apply to - NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly service between

JAVA, CHINA and JAPAN.

Ship	From	Expected in	Will start on
Tjiboda	Java	in port	12th June
Tjim-nock	Java	16th June	21st June

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 16th June.

"HIMALAYA MARU" (Call Marseilles) Sunday, 11th July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SEATTLE MARU" ... Sunday, 4th July.

"MEXICO MARU" ... Beginning of August.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU" ... Friday, 25th June.

"SAIGON MARU" ... End of June.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHEN MARU" ... Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Thursday, 17th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago, Milwaukee & St. Paul Railway.

"ARABIA MARU" ... Thursday, 23rd June.

"ARIZONA MARU" ... Saturday, 17th July.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU" ... Saturday, 25th June.

JAPAN PORTS—Mojji, Kobe, Yokkaichi & Yokohama.

"KOSOKU MARU" ... Sunday, 20th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIJO MARU" ... Sunday, 13th June.

TAKAO via SWATOW & AMOY.

"SOSHI MARU" ... Thursday, 17th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrived Hongkong from Australia	Leaves Hongkong for Australia
CH-NOSHA	6th July.	10th July.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON & HAMBURG	"KATHLENA"	10th July.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

WF BANK LINE, LTD

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

about End of July.

LLOYD TR ESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "PERSIA"

Sailing on or about 20th June.

S.S. "PILSNA"

Sailing on or about 11th July.

BRINDISI, VENICE & TRIESTE.

S.S. "PILSNA"

Sailing on or about 12th August.

MANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAPAN.

S.S. "SAMAKANG MARU"

Sailing on or about 10th June.

FOR JAVA.

S.S. "BORNEO MARU"

Sailing on or about 10th June.

OCEAN TRANSPORT CO., LTD.

(TAITO KAIJUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.S. Co., Ltd., and Apar Lines. For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI	Loksang	Fri., 11th June at d'light.
SHAI via S'pore & N'p'o	Choyang	Fri., 11th June at d'light.
MANILA	Loongsang	Fri., 11th June at 3 p.m.
HAIPHONG via Hoihow	Taksang	Tues., 15th June at 8 a.m.
S'PORE Penang & Java	Chungang	Tues., 15th June at 3 p.m.
SHANGHAI	Hangsang	Wed., 16th June at d'light.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passenger, and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "CHUNSAUNG" will be despatched on or about June 15th, for JAVA PORTS via SINGAPORE, PENANG, BELAWAN & DELI.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORTS SWETTENHAM, MADRAS and CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Yingchow	12th June at 4 p.m.
H'HOW, PHOI & H'PHONG	Kaifong	13th June at 9 a.m.
SWATOW & SINGAPORE	Changchow	14th June at 11 a.m.
CEBU & ILOILO	Hoihow	14th June at 10 a.m.
SWATOW & BANGKOK	Luchow	15th June at 11 a.m.
AMOY, SHAI & PUKOW	Ichang	15th June at 3 p.m.
SHANGHAI	Sunning	17th June at noon.
WEIHAIWEI, CHEFOO & TIENSIN	Kueichow	18th June at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'pore.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong June, 10, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light & Fans in state-rooms and Saloon and Excellent Cuisine. FOR SWATOW, AMOY AND FOUHOOW AND RETI (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Hai-ching	A. H. Stewart	FRI., 11th June at 2 p.m.
Hai-long	J. S. Thomson	TUES., 15th June at 2 p.m.
Hai-hong	W. C. Passmore	FRI., 18th June at 2 p.m.

Arrivals and Departures from the Co.'s Wharves at Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.

General Managers

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Canadian Pacific S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"DEVALION" via Suez 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO. CANTON.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. SHINRYU MARU (Calcutta Line) left Calcutta for this port via Rangoon & Singapore on the 24th May and is expected here on the 11th June.

The N. Y. K. s.s. ATSUTA M. (European Line) left London for this port via Suez on the 32nd May and is expected here on the 30th June.

The N. Y. K. s.s. AKITA M. (Hamburg Line) left Rotterdam for this port via Suez on the 26th May and is expected here on the 5th July.

The N. Y. K. s.s. KITANO M. (European Line) left Kobe for this port via Moji and Shanghai on the 1st June, and is expected here on the 10th June.

The N. Y. K. s.s. SHIN-I M. (Bombay Line) left Rotterdam for this port direct on the 2nd June, and is expected here on the 19th June.

The N. Y. K. s.s. KIMI M. (Bombay Line) left Bombay for this port direct on the 2nd June and is expected here on the 20th June.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for this port via Manila on the 3rd June, and is expected here on the 23rd June.

The s.s. METHVEN left Vancouver for Hongkong, via Japan ports, Shanghai on the 30th May, and is due here on or about the 23rd June.

The N. Y. K. s.s. SHINRYU M. (Calcutta Line) left Singapore for this port on the 6th June, and is expected here on the 18th June.

The R. N. S. s.s. EMPRESS OF JAPAN arrived at Yokohama on 3rd June left there 6th June, and is due at Vancouver on Wednesday 16th June.

The N. Y. K. s.s. KITANO M. (European Line) left Shanghai for this port on the 7th June, and is expected here on the 10th June.

The P. & O. s.s. MADRAS left Singapore for this port on the 5th instant at p.m., and is due here on the 10th instant at about noon.

The P. & O. s.s. JAPAN left Moji for this port on the 8th inst. at morning, and is due here on the 12th inst. at about morning.

The s.s. MATTAWA arrived at Colombo on 7th June, left there 8th June, and is due at Singapore on 14th June.

The R. M. S. s.s. EMPRESS OF RUSSIA left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 3rd June, and is due here on or about the 24th June.

The Admiral Line s.s. SATSUMA sailed from Shanghai on the morning of June 9th, and is due to arrive at Hongkong June 12th.

The P. & O. s.s. GREGORY APCAR, left Singapore for this Port on the 9th instant at a.m. and is due here on the 14th inst. at about noon.

The Hina Mail Steamship Co.'s s.s. NILE sailed from Singapore on Wednesday, June 9th, at 1 p.m. and is due to arrive in Hongkong at daylight on Monday, June 14th.

The s.s. SLAVIC PRINCE, left Shanghai, on Wednesday, 9th inst. and is due here on Saturday at noon.

PASSENGERS DEPARTED.

Per s.s. Neleus:—Mr. A. R. Speirs, Mr. R. G. Abbott, Mr. E. Cocks, Mr. C. E. Wren, Mr. S. L. Thorowgood, Mr. O. Brune, Mr. I. G. H. Mitchell, Mr. H. W. Bird, Mr. E. H. Jones, Mr. R. H. Baxter, Mr. W. Potts, Mr. A. N. Reid, Mr. C. L. Naylor, Mr. C. E. Bedford, Mr. P. B. Higgins, Mr. R. Haynes, Mr. J. E. Richards, Mr. N. Pearson, Mr. C. Nyberg, Mr. J. P. Brown, Mr. Devany, Mr. J. Neil, Master P. Paternoster, Mr. Quennell, Mr. W. N. Wilcock, Mr. J. P. B. Mcergaard, Mr. Johnson, Mr. Carmichael, Rev. B. Mather, Mr. J. Byrne, Mr. D. Hagan, Mr. J. Trezidga, Mr. F. Tucker, Mr. G. Byrne, Mr. S. Cotter, Mr. A. G. Lewis, Mr. C. G. Roache, Mr. F. V. Hall, Mr. A. H. Mallett, Mr. A. Mitchell, Mr. J. L. Davis, Mr. E. J. Barrett, Mr. P. M. Peace, Mr. G. C. Spillbury, Mr. A. J. G. Phillips, Mr. G. A. Preistley, Mr. Matthews, Mr. Bringlewell, Mr. A. Manning, Mr. A. Whiteley, Mr. T. Altham, Mr. Mulholland, Mr. J. Harris, Mr. C. Tuck, Mr. V. Vella, Mr. Joyce, Mr. G. Barnaby, Mr. F. Drake, Mr. Miles, Mr. J. R. Wood, Mr. S. Elcome, Mr. C. Birnie, Mr. W. H. Stone, Mr. C. J. Brooker, Mr. J. F. Barnett, Mr. C. H. Hiller, Mr. P. J. Lee, Mr. B. A. Dickson, Mr. H. P. Humphries, Mr. Irvine Thomson

TO-DAY'S PICTURES.



FRENCH CAVALRY IN MAYENCE

Photo shows French Cavalry patrolling the streets of Mayence, their bridgehead on the Rhine during the recent Reichswehr Red disturbances.



GEN. DEGOUTTE.

General Degoutte, commander of the French troops which occupied Frankfurt, Hamburg, Darmstadt and other German towns.



TROOPS GUARD EBERT GOVERNMENT.

Photo shows troops keeping the plaza in front of the Kuntshalle, Stuttgart, free of the crowds. Barbed wire entanglements have been thrown across the street.



MAJOR GEN. ALLEN.

Major General H. T. Allen, who commands the American troops in Germany.



VIEW OF SAN REMO.

This view shows San Remo, where the Allied Premiers recently held their historic Conference.



A BLINDED WAR HERO.

Miss Wilson, sister of Col. Leslie Wilson, M. P., guiding a horse ridden by Lieut. Harrison, an Australian officer blinded in the War.

DOINGS OF THE DUFFS

Nobody Would Suspect It.

BY ALLMAN



NOTICES.

THE "GARRICK" CIGARETTES.

Packed
Specially
for the
Eastern
Market.



In
air-tight
tins of
50
Cigarettes.

"GARRICK" CIGARETTES are manufactured from the FINEST-MATURED VIRGINIA LEAF, and therefore a delight to the heavy smoker without the slightest fear of any disagreeable after effects.

This advertisement is owned by British-American Tobacco Co. (China) Ltd.

POST OFFICE.

Sec. stated and Parcel Mails are closed 15 minutes earlier than the times given below unless otherwise stated, and where mails are directed to close at or before 5 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits—Per PENANG M. 10th June.
Straits—Per MADRAS 10th June.
Shanghai and Japan—Per KITANO M. 10th June.
Shanghai—Per ICHANG 11th June.
Straits & Calcutta—Per SHIN-KUO 12th June.
Japan—Per JAPAN 12th June.
Straits—Per GREGORY APCAR 13th June.
Straits—Per IYO MARU 17th June.
Straits—Per SHINI MARU 19th June.
Straits—Per DURBAN MARU 19th June.
Straits—Per KIMI MARU 22nd June.

OUTWARD MAILS.

TO-MORROW.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MARSEILLES—Per KITANO M. 11th June, Reg. 9.45 a.m. Letters 10.30 a.m.
Straits, Amoy & Foochow—Per SHANGHAI 11th June, 5 p.m.
Philippine Islands—Per LOONG-SANG 11th June, 2 p.m.
Straits—Per KWAI WAH 11th June, 5 p.m.
Shanghai, North China & Japan via Kobe—Per MADRAS 11th June, 5 p.m.
Straits and North China—Per YINGCHOW 12th June, 5 p.m.
Straits, Pakhoi and Haiphong—Per KAIKONG 12th June, 5 p.m.

MONDAY, 13TH JUNE.

Swatow, Amoy and Formosa via Keelung—Per KAIJO M. 13th June, 9 a.m.

TUESDAY, 15TH JUNE.

Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE VIA VICTORIA—Per FUSHIMI MARU 15th June, Reg. 8.45 a.m. Letters 9.30 a.m.
Swatow, Amoy and Foochow—Per HAILONG 15th June, 1 p.m.
Amoy, Shanghai & North China—Per ICHANG 15th June, 2 p.m.
Shanghai, North China & Japan via Kobe, Honolulu, Canada, United States, Central and South America & EUROPE VIA SAN FRANCISCO—Per SHINYO MARU 17th June, Reg. 9.45 a.m. Letters 10.30 a.m.

THURSDAY, 17TH JUNE.

Shanghai and North China—Per SUNNING 17th June, 10 a.m.
Formosa via Keelung, Shanghai, North China and Japan via Nagasaki, Honolulu, Canada, United States, Central & South America & EUROPE VIA SAN FRANCISCO—Per SHINYO MARU 17th June, Reg. 9.45 a.m. Letters 10.30 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay, Aden, Egypt and EUROPE VIA MARSEILLES—Per NELLORE 17th June, Reg. 9.45 a.m. Letters 10.30 a.m.

FRIDAY, 18TH JUNE.

Shanghai, North China & Japan via Kobe—Per IYO MARU 18th June, 10 a.m.
Swatow, Amoy & Foochow—Per HAILONG 18th June, 1 p.m.
WEDNESDAY, 23RD JUNE.
Philippine Islands, Australia & New Zealand via Thursday Is.—Per TANGO MARU 23rd June, Reg. 8.45 a.m. Letters 9.30 a.m.

WEATHER REPORT.

June 10th 12h 10m.—No returns from Japan and Vladivostok. Pressure has again decreased slightly to moderately at the (24) day of reporting stations, the depression over Tongking has become deeper.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.33 inch. Total since January 1st, 31.35 inches, against an average of 28.47 inches.

FORECAST FOR THE 24 HOURS ENDING AT 10.30 TO-MORROW.

District Forecast
S. & S.W. winds, fresh, clearing, rain.

1 Hongkong to Gap Road.
Formosa Channel.

3 South coast of China (be.) The same (two H.K. and Lamook) as No. 1.

4 South coast of China (be.) The same (two H.K. and Hainan) as No. 1.

O. W. JEFFRIES, Director.
Hongkong Observatory, June 10, 1920.

FRIDAY, 25TH JUNE.

Japan via Nagasaki—Per NIKO M. 25th June, 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MARSEILLES—Per INABA M. 25th June, Reg. 9.45 a.m. Letters 10.30 a.m.

WEDNESDAY, 30TH JUNE.

Philippine Islands, Formosa via Keelung, Shanghai N. China, Japan via Nagasaki, Canada, United States, Central and South America & EUROPE VIA VICTORIA—Per TAJIMA MARU 30th June, Reg. 8.45 a.m. Letters 9.30 a.m.

THURSDAY, 1ST JULY.

Shanghai, N. C. Japan via Kobe—Per ATSUTA M. 1st July, 10 a.m.

FRIDAY, 2ND JULY.

Philippine Islands, Formosa via Keelung, Shanghai N. China, Japan via Nagasaki, Canada, United States, Central and South America & EUROPE VIA VICTORIA—Per KATORI MARU 2nd July, Reg. 8.45 a.m. Letters 9.30 a.m.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.	
H.K. & S. Banks	650
Marine Insurances.	
Canton	397 1/2
North China	1 1/2
Canton	185 1/2
Yangtze	235
Far Eastern	17 1/2
Fire Insurances.	
China Fire	128
H. K. Fire	303
Shipping.	
Douglases	30 1/2
H.K. Steamboats	13 1/2
Indos (Prof.)	13
Indos (Def.) L. R.	200
Shells	203 1/2
Ferries	23 1/2
Refineries.	
Sugars	230
Malabon	51
Mining.	
Kailash	100
Langkai	16
Shanghai Loans	16
Shanghai Explorations	110 1/2
Raubs	30
Trochus	27 1/2
Ural Caspian	27 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	153
K. Docks	130
Shai Docks	130
N. Engineering	126
Lands, Hotels & Buildings.	
Centrals	106
H.K. Hotel	123
L. Invest.	115
H. Phreys Est.	710
K'loon Land	43
L. Reclamations	140
West Point	51
Cotton Mills.	
Kwong	1,627 1/2
Kung Yik	1,64
Lau Kung Mow	1,240
Oriental	1,350
Shai Cottons	1,43
Yangtzepeeps	1,43
Miscellaneous.	
Cement	7
China Borneo	8 1/2
Do. Light old	8 1/2
China Provident	23 1/2
Dairy Farms	13 1/2
Electric H. K.	13 1/2
Electric Matsuo	23
Hongkong Rope	23
Hk. Tramways	7
Peak Trams, old	530
Do. new	70 cts.
Steam Laundries	4 1/2
Steel Foundries	10
Water-works	12 1/2
Watsons	590
Wm. Powell	13
Wisemans	35

Hongkong, June 10, 1920.

EXCHANGE.

(Opening Rate closing Rate on Page 17.)
SELLING.

T.T.	3/6
Demand	3/6 1/2
30 d/s	3/6 1/2
60 d/s	3/6 1/2
4 m/s	3/6 1/2
1/2 Shanghai	Nom.
1/2 Singapore	151
1/2 Japan	131 1/2
1/2 India	168
Demand, India	168
1/2 San Francisco	68 1/2
1/2 New York	176
1/2 Marks	Nom.
1/2 France	8.90
Demand, Paris	—

BUYING.

4 m/s. L/C	3/8 1/2
4 m/s. D/P	3/8 1/2
6 m/s. L/C	3/9
30 d/s. Sydney and	3/9 1/2
Melbourne	70
30 d/s. San Francisco	70
co & New York	70
4 m/s. Marks	Nom.
4 m/s. France	9.50
6 m/s. France	9.70
Demand, Germany	—
Demand, New York	68 1/2
T/T Bombay	168
Demand, Bombay	168
T/T Calcutta	168
Demand, Calcutta	144 1/2
Demand, Manila	151
Demand, Singapore	Nom.
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	60 1/2
Sovereign	5.60 Nom.
Gold leaf per Tael	37.40
Bar Silver, ready	45 1/2
forward	45
Bank of England rates 7 1/2	—
New York/London	3.91 1/2

SUBSIDIARY COINS.

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